P

App.F.IX-4]

1927-18

File No. Gr F. 58-17

Previous References. (Gr F.)

Serial Nos. 1, 2, 4, 6, [illegible]

Later references. P. 160 (E)

GENERAL & REVENUE SECRETARIAT

Serial Nos. 9.

✓

Part B for Jan 3/1926.

SUBJECT

List of Subjects placed before the Railway Committee for discussion.

AP
5/1

(2)

G. R. S. 11 191 7-18

GENERAL AND REVENUE SECRETARIAT.

(C J)

NOTES.

File No. 57

FILE HEADING.

Notes on Ry. Finance and Construction and development

From

General Secy's letter No. C. 394(a) d/ 9th Sep 1917

No. Dated Received

Diary No. Enclos. Spare Copies. Serial No.

BRIEF ABSTRACT OF LETTER.

Note to be prepared by the Financial Secy

NOTES AND ORDERS.

F.S.

(Secy.) K.
7/9/17.

NOTES—First Sheet.

NOTES ON RAILWAY FINANCE.

1. The subject of Railway finance and cognate questions have been under consideration for some time past. Final action has been taken on several of them and orders of Government have also been passed in the matter as indicated in the following paragraphs.

A

2. In August 1916 Mr. Banerji as First Member suggested that an examination of 'Railway Finance' might be undertaken with reference to certain criticisms made, which he was prepared to elaborate with detailed particulars and grounds. Thereupon the Financial Secretary remarked as follows:-

A

'An examination of the question of Railway Finance is desirable. -- Mr. Datta may be asked to do this and I shall render all necessary help. A considerable amount of work has already been done in this direction, the agreements have been analysed (by Mr. M. N. Krishna Rao) and studied and various financial points connected with the Mysore State Railways are now under discussion with the M.S.M. Railway authorities and the Government Railway Examiner'.

C

([illegible] file)

And the

And the Council recorded the following opinion:-

A

The First Member may kindly elaborate the details and Mr. Datta may also be consulted in the matter. A list of all questions relating to Railway Finance and Railway administration as well as those in correspondence with the companies and Railway Board may be prepared by the Financial Secretary in consultation with the Railway Secretary.

Part I.

Railway Finance and development. (Printed by GO) Y

B

3. The subject of Railway finance was among others referred to Mr. Datta for investigation and study and suggestions, and the Comptroller Railways and the Railway Secretary were desired to send for consideration by the Special Officer a list of all questions relating to Railway Finance and Railway administration including questions relating to the companies and referred to the Railway Board which were then under consideration or which might be profitably discussed by that officer.

B

Printed by GO) D

X (Printed by GO)

4. The question of Railway finance has also been included as one of the organisation and Development subjects. A special Railway Committee appointed in Government Order No.G.669-700/Ry.F. 224-15-6 dated 4th September 1915 has

been

3

been considering several important questions connected with Railway policy, -- development and Railway administration.

L
(GF 191-15)

5. Notes were drawn up by Messrs M. N. Krishna Rao - 13-12-1915 and -- Lakshminarasimha Rao on Railway Finance and they were considered by the Railway Committee and also in the Finance Department. The Financial Secretary also drew up a memo on the subject.

E (GF 191-15 linked file)

D
(GF 191-15)

6. The method of financing future Railway construction work was considered by the Finance Committee who considered it necessary to have first a programme of railway construction work arranged in order of importance and urgency. After such a programme is laid down the question of financing the schemes in accordance with the general principles enunciated by the Financial Secretary in his memo of 18-5-1916 referred to may be considered

5.a A note on Ry Schemes hitherto sanctioned and those that remain to be sanctioned together with a statement of all projects of District Railways under consideration (Feeder) has been prepared in the Ry. Offe.

Z.

page 5 in GF 191-15 (linked file)

7. Government in their order No. Rs. 3425-3430/Ry.F.G.42-16-17 dated 15th May 1917 directed that a continuous but -- moderate policy of Railway development should be pursued in the State till all the lines required are constructed and for this purpose they agreed to provide

in

in the annual Budget Estimates a sum ranging from 15 to 20 lakhs of rupees according to the necessity of the works in progress till the entire construction programme is gone through. Government also approved of the triennial programme submitted by the Railway Secretary for 1917-

8. A sum of 18 lakhs has been provid in the budget for 1917-18 for new Railwa

Para 3 of Suppl. Memo. – Page 4

9. All capital expenditure on Railw already opened under construction or axn hereafter to be constructed ~~are~~ is ordered to be shown ~~inside~~ outside the Revenue account. And funds necessary for such expenditure will whenever necessary be provided for by obtaining loans.

In the new scheme of financial settlement accepted by Government, provision has been made for setting apart for an annual reserve to meet interests on capital expenditure during the first few years and for a sinking fund for payment of the loan ~~obtained~~ raised for Railway and other productive works.

Do – pages 5-6.

T.

9. a. As regards District railways – (feeder lines) some facilities have been afforded for Dt. Boards or private bodies ~~by~~ to raise the necy capital by guaranteeing payment of interest, & affording other concessions and ~~facilities~~ authorising Dt. Boards to levy Ry cess –. If the concessions afforded in the G.O of 22nd April 1914 do not, as it seems, give sufficient inducement for the undertaking of feeder lines by private bodies, in the present conditions of the money market, Govt. may suitably modify the conditions –

10. Appendices A & B show the severa questions and topics under Railway --- finance and construction that have been disposed of or are still in various stages of discussion requiring to be pushed through.

Part II.

Administration and Working of Open Lines

11. The subjects comprised under this group have also been receiving due -- attention has explained in paragraph 2 ~~12~~ supra

12. In appendices C & D are enumerated some of the most important topics about which final action has been taken or is yet to be taken.

Summary.

13. It will be seen from ~~the above~~ this brief note that, in regard to Railway development in the State -- action has been or is being taken under the following heads —

(1) A tracing plan showing all necessary lines and the ~~progress~~ gauges proposed for them has been prepared and, kept under constant investigation and study.

(2) A programme of construction of Railways and Tram-ways for a certain number of years has been decided.

(3) The system of financing the State lines has been formulated.

(4) Facilities have been created for financing feeder railways to be undertaken by local bodies.

(5) Steps ~~are~~ have been taken for the organization and development ~~for~~ of the State Railway Department.

(6) Financial and other relations with the M.& S.M.R. are being ~~sancti ed~~. Scrutinised.

(7) Arrangements for completing the working contracts with the District Boards are being made.

(8) And lastly measures necessary for improving the traffic and enhancing returns on open lines are being taken.

/8
5/9/17

GKV.2

A. -- RAILWAY FINANCE AND CONSTRUCTION.

QUESTIONS DISPOSED OF.

No.	Subject.		G.O.No. and date.	Remarks.
1.	Mapping out Railway development in the State.			A tracing plan showing all necessary lines and the gauges proposed for them has been proposed by the Railway Committee.
2.	Programme of future Railway Construction. 1917-20.	L	R.S.3425-3430 Ry.F.G.42-16-17 dated 15-5-1917.	
3.	Financing capital expenditure:		-- 15 to 20 lakhs the limited years.	Provision made for providing for ~~out of revenue~~ reserves funds to meet interest on capital expenditure (for the first few years & for sinking fund for payment of debt incurred - in the scheme of Financial Settlement.
4.	Construction of Arsikere Mangalore Line.		Held in abeyance.	
5.	Financing of Feeder Railways by District Boards.	T	Notification No.Fl. 4932-81/G.F.163-13-1 dated 22-4-1914.	**Railway Committee 4th Resolution.** The position of District Board as financiers of District Board Railways may be made clear and the policy laid clearly. **Financial Secretary's Remarks.** Every encouragement should be given to local bodies and to local private syndicates or companies wishing to promote light railways within the State the terms of the order of 22-4-'1 being suitably modified if necessary with reference to the conditions of the money market for the
6.	Buying up the M.S. Railway Sinking Fund Debentures of the loan.		Fl.4687-8/G.F.159-16-2 dated 22-2-1917. & Fl.293-5/G.F.159-16-15 dated 14-7-1917.	

P.T.O.

B. -- RAILWAY FINANCE AND CONSTRUCTION.

QUESTIONS UNDER CONSIDERATION.

No.	Subject.	Present stage.	Remarks.
1.	Construction of the Nanjangud - Erode line.	Draft letter to Residency prepared by Railway Secretary noted on by Financial Secretary on 1-9-17 and submitted to Dewan.	[Durbar be prepared to finance and construct the entire line Nanjangud to Erode - if necy].
2.	Financing the Mysore - Coorg line	Preliminary investigation of several alternative lines, completed - Detailed surveys to be taken up.	Included in the Triennial programme for construction for 1917-18.
3.	Bangalore Hosur line.	Terms for the Construction and working - under correspondence with G. I.	-do-
4.	Mysore Kakankote Tramway. (x x x - P.T.O.).	Survey Estimate sanctioned.	
5.	Deputation of ~~a~~ qualified Engineer officers to America to study ~~the system of Railways~~. Ry organization & management	New subjects proposed by the Financial Secretary for study by the Railway Committee.	
6.	Electrification of Railways.		
7.	Railway jurisdiction in Mysore.	Considered by the Railway Committee in the 10th & 14th meetings.	Note to be prepared on the subject.
8.	Srinivaspur - Madanapalli and Kolar Vulbagal Light Railway	do. 13th meeting.	Recommended by the Ry Committee.

P.T.O.

9. Holalkere to Royadurga.

Dewan's Tour Notes on Chitaldroog District page 29.

[It was stated that 3 lakhs could be collected by a debenture loan].

4. a. Chickajajur - Chitaldroog.	Financing the line under consideration Construction work to be put in hand G.O. when issue —	Included in the Triennial programme for construction in 1917-18.
4. b. Kadur - Chickmagalur - Hassan.	Preliminary and alternative project prepared under further investigation in order to avoid difficult country. Detailed surveys to be undertaken.	Included in the Triennial programme for — Preliminary investigation including traffic prospects
4. c. Shimoga - Sagar - Thirthahalli Ry.		
4. d. Tumkur - Sira - Hiriyur - Chitaldroog.	do.	Included in the Tr. programme for Detailed surveys.
4. e. Bangalore - Kunigal Steam - Tramway by a private Company:	Plans & estimates prepared returned for revision - as the work was underestimated -	Do.
4. f. Shimoga - Bhatkal.	Provision of 15000 made in the Budget - 1917-18 for Detailed Surveys.	Included in the Triennial programme 1) Shimoga - Arasalu section for Construction 2) Shimoga - Bhatkal - for Detailed Surveys —

C. -- RAILWAY ADMINISTRATION AND WORKING OF OPEN LINES.

QUESTIONS DISPOSED OF.

No.	Subject.	G. O. No. & date.	Remarks.
1.	Construction and equipment of Administrative Offices and State Railway Workshops at Mysore.	R.S.3274-3277/Ry.F. 215-16-17 D.7-5-17.	
2.	Construction of quarters for Railway officials in Mysore.	R.S.3436-3438/Ry.F. 149-G.16-17 D.16-5-17 RS. 358-361/Ry.F. 149-G.17-18 d.1-8-17. R.S.667-70/Ry.F.149 G. 17-18 D.30-8-17.	
3.	Constitution of Railway Staff of M.S.R. and scheme of training of employees.	--	
4.	Powers of the Railway officers and Superintending Engineers and Agent M.S.Railways.	1641-1644/Ry.F.O.G. 16-17 D.29-11-16 R.S.3877-3881/Ry.F.O.G. 216-17 D.22-6-1917.	C
5.	Formation of M.S.Ry.Provident Fund Institution for the non pensionable employees of the Department.	2890-94/Ry.F.186-15-16 D.25-4-1916.	
6.	Relation of Railway Audit Office to the Agent.	2302-07/230 G.16-17 D.29-1-1917.	
7.	Junction arrangements at Arsikere and Mysore.	Letter No.R.S.648-50 D.28-8-17 to the Residency.	Communicates sanction to the revised estimate amounting to Rs.64,732 in supersession of the estimates amounting to Rs.27,716.

8. Completion of arrangements re: worked lines -- A third line between Yelakanka and Yesvanthpur station and construction of other works to give the B.C.L.Ry. an entrance into the Bangalore - City Station.	Under Completion of Construction by M.S.M.R.	
8.(b) Revised draft agreements for construction and working of the Kolar District Railways.		Considered by the Railway Committee at its 10th Meeting. M
do - B.C.L.Ry — (c) ~~Treatment of charges directly incurred by the Bangalore Chikballapur Railway Co., for the purpose of the joint Capital Account of the line of the two partners, names the Government and the~~ ~~Conservancy~~ ~~Company~~	Draft prepared in the Finance Dept - noted upon by the Ry dept, & sent with the remarks of the B.C.L.Ry Company - Under consideration in Finance Dr ~~[illegible]~~ 1.9.17.	
9. Control of the M.S.R. worked by the Co.		
(a) Association of the Durbar Railway Account Officer with Government Examiner in the work of inspection of accounts of the M.S.R.		
(b) Durbar's representative to be associated with Government Inspector in inspection of State Railway.	Government of India have no objection. Residency letter No.5668 Dated 12-8-1916. P	
(c) Whether the value of land made over to the late Madras Railway Co., free of cost under the terms of its contract with the Secretary of State for India should not be paid to the Durbar under conditions of the supplemental contract of 1908.	Railway Committee 8th meeting 5th Resolution. O	To be dropped

9. (d)	The present division of metre gauge joint stores between the Durbar and the M.&.S.M. Ry.Co. is not fair as it makes the Durbar liable for a large share than what is -- reasonable.	R.C.10th Meeting 7th Resolution. & 11th do. 16th do. G To lie over.	F / GF 61-15
(e)	Extension to the prejudice of the interests of the Durbar of the period of termination of original contract dated the 31st August 1888 on 30-6-1932 by 5½ years to 31-12-1937.		In Oct.1915 G.I.intimated that they saw no advantage in discussing the alteration of the date of altration of the contract unless some countervailing concession could be shown to the Co.Government of Mysore were satisfied that there was no use in pressing the question further.
(f)	Whether the Durbar is not entitled to share of commission received by the Co. for services rendered by it in purchasing materials for --- other Railways.	To be dropped- Railway Committee 9th Meeding 6th Resolution. N (GF.66-16)	
10.	Free pass rules.	Draft prepared and submitted to Dewan.	
11.	Acquisition of the Mysore City Railway Station.	Dropped for the present.	By the Railway Committee 2nd Meeting 3rd Resolution. R (GF 91-15)

2

D. -- RAILWAY ADMINISTRATION & WORKING OF OPEN LINES.

QUESTIONS UNDER CONSIDERATION.

No.	Subject.	Present stage.	Remarks.
1.	Resumption of Branch Lines and working of the Mysore Arsikere Railway.	Railway Committee 2nd Meeting 2nd Resolution: Desirable — under correspondence with G.I.	
2.	Revised draft agreements for construction and working of the Bangalore Chikballapur Light Railway.	(~~Files in Br. II — Put up~~) Vide 9.(c) in App. C.	× C (linked file)
3.	Control over the M.S.Railways worked by the M.S.M.Ry.Co.	Note by Mr.Krishna Rao and Financial Secretary. N (4F66-16)	Government have directed that the various points (b) to (m) of 3. raised by Comptroller may be considered after disposal of -- 3.(a).
(a)	Exercise by the Durbar of their right to inspect station and Departmental Accounts of Branch lines worked by the Co. reserved under the Branch Line Agreements.	9th Meeting 6th Resolugion.	Representation to be made to the Railway Board.
(b)	Payment of hire of rolling stock for Branch lines and also of a share of surplus profits is unfair.	Before Government.	
(c)	Whether the renewal of rolling stock of the Durbar has in the past received at the hands of the Company the same care and attention as that of the Company.	do.	

3

3. (d)	Method of assessing the shares of the Company and the Durbar of additional rolling stock -- purchased in the aggregate for the entire metre gauge system.	Before Government.
(e)	Whether rent paid by the occupants of quarters included in the Joint Station Works at Bowringpet should not be credited to the Joint Station.	To be again referred to Agent, M.S.M.R. Vide Railway Committee 13th Meeting 3rd Resolution.
(f)	Method of apportionment of mileage and demurrage charges on Foreign Stock between the Company's lines and the Mysore State Railway the existing method being considered unfair to the Mysore Durbar.	
(g)	The unfairness of allowing the credits afforded to Capital Account of the Mysore State Railway subsequent to January 1908 in respect of outlay incurred prior to that date to reduce the --- subsequent capital outlay.	
(h)	The present method of accounting of freight on account of carriage of Revenue Stores in the - half yearly accounts of the Company with respect to the Mysore State Railway is not fair.	
(i).	Rent recovered from private occupants of land leased to the late Madras Railway, within the State, for installation of oil Depots is creditable to the -- Durbar.	
(j)	Is it right to make the branch lines pay for repairs and renewals of rolling stock in addition to paying 5 per cent on account of Rolling Stock?	

(k)	Whether it is not desirable to attach an Accountant to the Government Examiner's Office at Madras to conduct test audit and watch the interests of the Durbar - throughout the month instead of, as now, deputing an accountant for such work once in two months and requiring him to do as much work as can be done during the 2 or 3 weeks of his stay there.		
(l)	Whether any of the buildings provided at the exclusive cost of the Kolar Gold Fields Railway for the use of the employees of that Railway at Bowringpet are used in common for joint purposes of both Railways. If the buildings are required for joint use it is necessary to ask the Co., for elimination of buildings from the exclusive list and for payment to the Durbar of the cost of such buildings.	Referred to Agent, M.S.M.Ry.	
(m)	Whether the staff employed at Bowringpet solely for the Kolar B.C.Ry. should or should not be included in the Joint Staff.	(File noted on in Br.II recently put up)	
(n)	1/10 pie concessional rate to Ry.materials, whether purchased in England or elsewhere etc.	9th Meeting- 7th Resolution. P	To be pursued.
(o)	Regulation of freights on Madras & S.M.R.and other Railways so as to help Mysore trade.		New subject proposed by Financial Secretary for consideration by Railway Committee.
4.	Right to require running power	Under correspondence with the M.S.M.R and G.I.	
(p)	Value of land made over to the Coy since Jany 1908 should be included in cap: outlay and interest thereon shd be deducted before arriving at the divisible surplus	The Ry Secy says that old cases cannot be reopened — will be adopted for the future. File in Br II	

Fin. 168 of 1917

G. R. S. III-2]

General and Revenue Secretariat.

G. J. File No. 58 of 1917

Serial No.

Railway Finance & Development

1) The appended note prepared by A/S Fin. according to my general instructions shews that the subject ~~be~~ is receiving attention.

2) The items referred to in Paras 6 & 9(4) of the note, items 6 & 7 of statement B and the items in statement D are the questions which have to be pressed and worked up in the near future.

3) The Railway Secretary may be made responsible for maintaining the list of Railway questions under consideration and for pressing for their early solution with the help of the Ry Committee, the Comptr and the Finance Branch. An up-to-date list and a progress report may be ordered to be submitted || to Govt thro' the Finl Depts every quarter viz. on the 15th of July, October, Jany & April respectively.

M
8/9/17

Dewan)

18
8/9

1501
~~1451~~
10.9.17.

4 Seen.

5 The papers may be shewn to the First Member and then forwarded to Mr.Datta for favour of his views and suggestions.

15.9.17

1st Member)

M
15/9/17

18 15/9

6 vide remarks on [illegible] the file

H. Secy) 17/9/17

1156
17/9.

NOTE—Contn. sheet.

7 A/s Fin
Immediate

M
17/9/17.

WD 1233—GPB—60,000—1-12-16—S.

137

G. R. S. III-2]

General and Revenue Secretariat.

82 File No. 58 of 1917.

Serial No.	
8	To Mr Datta with compliments.
	17.9.17.
9	It was understood that the Fin'l Secy. would submit definite proposals in connection with the pending questions and that I should examine these proposals & submit my remarks on them. This has not been done. The number of questions pending appears to be large and I have had no time to send for the files and examine the questions in detail myself.
	K. L. Datta 14.11.17
	Fl Secy).
	22-11-17
10	If Dewan Sahib approves an order will be issued on the lines of para 3 of my note of 8.9.17.
	1/12
2917 4.12.17	Dewan). 3/12
11	This is desirable may be done –
12	but the Secy. will check this. The case is a much bigger one. It affects the whole sphere of Railway contracts for working by foreign Co's working & [illegible]

NOTE—Contn. sheet.

G7 5890

D 1233—GPB—60,000—1-12-16—S.

18

G. R. S. III-2]

General and Revenue Secretariat.

File No. R. F. 58 of 1917.

Serial No.

in State worked lines, disputes re State Company in the past & the settlements arrived at, supplementary & revised agreements & as such it's desirable that an exhaustive note is prepared by the Fl. Secy on the subject which would be a ready manual of information & reference [illegible] on which a def. policy for the future has to be laid down.

13 The Fl. Secy may kindly undertake the work. ~~with~~ ~~[illegible]~~ ~~ready~~ to The particular subject noted may be dealt with as proposed in para 3 of the Fl. Secy note of 8.9.17

11.1.18

Recd 5-1-18 (3)

Fl Secy) 18 / 15-1-18

14 Action has first to be taken as ordered at A. The file may be sent to the Railway Secretariat for note of orders and for return for further action.

16/1/18

N 1767-17

Ry Secy) 18 / 16-1-18

R.S. For action 18-1-18

18.1.18

18

NOTE—Contn. sheet.

P.T.O.

No. 209 18.2.18

19

G. R. S. III-2]

General and Revenue
Secretariat.

File No. R. F. 58 of 1917.

Serial No.	
120	No. 316
	30. 1. 18.

1 FEB 1918

5557

15 Returned, with compliments, to the Financial Secretary to Government.

A 16 A list of subjects has been prepared and placed before the Railway Committee for discussion. Progress reports will be sent to Government commencir from the quarter ending 31st March 1918.

30/1

Bangalore,
26th January 1918.

Ag. Secretary for Railways,
Government of Mysore.

ALM.

1/2/18

(133)
1.2.18

FC Secy. 18/1.2.18

17 This may be sub. to the permanent Financial Secy. 12.2.18

18/13.2.18

13.2.18
207.

Asst. Fin

18 Ask Ry Secy to favour me with the list referred to at A.

19 This file may be returned to me for further study with the list referred to above and a printed copy of our Ry Contracts.

14.2.18

18/14.2.18

W. R.

20 Draft Subd:

152-18.

Please see Proceedings of Ry Committee meeting held on 15th Feb 1918 [illegible]

16/2

Issued 16/2

NOTE—Contn. sheet.

+ Extract put up

Resolution IV

Extract

G.R.S. III–3]

ROUTINE NOTES.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

Proceedings of the 18th meeting of the Railway Committee held in the Railway Secretariat, 18 Cubbon Road on Friday the 25th January 1918.

X X X X X

Resolution. IV

Points on which representation has to be made to the Railway Board with the Govt of India

Brief summary of discussion

The subjects were cursorily gone into and as each of them required much discussion after study, a few subjects should be taken at each meeting and disposed of. The subjects already discussed may be disposed of by taking necessary further action.

Resolution

Resolved that a few subjects be brought up at each meeting until all the points were disposed of.

X X X X

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

GRSM. SL.469.

2029 WD 1233—GPB—60,000—1-12-16—S. B 21

G. R. S. III-2]

General and Revenue
Secretariat.

G. F. File No. 58 of 1917-18.

Ry: Finance

Serial No.	
1	To the Secy. for Rys: No: Fl. 4406 D/ 19-2-1918. Requests that a list of subjects placed before the Railway Committee for discussion may be sent for reference
2.	From the same: No. R.S. 2904 D/ 23-3-18. Forwards the list called for together with the resolutions arrived at noted against such of them as have been discussed by them and states that the other subjects would receive consideration in due course.
x	

Subd.

Please see Dewan's note D/ 11-1-18 - Para 12 - Page 4

538
30/4/18

Subd for orders with a printed copy of Railway Contracts with reference to the Fl. Secy's note D. 14-2-18.

Im
1-4-18. Fetery)

18
1.4.18

The Ry Secy has been requested by Govt to maintain a complete & uptodate list of Ry questions under discussion or which may be profitably discussed and send quarterly progress report of action taken in respect of each item.

NOTE—Contn. sheet.

D25

22

G. R. S. III-2]

General and Revenue
Secretariat.

G.R. File No. 58 of 1917

Serial No.

2. It ~~may be~~ is suggested to him that the list should be a full and comprehensive one under the following heads:

(a) Railway Finance
(b) ~~Construc~~ New Surveys
(c) Construction
(d) Open lines worked by Mysore Govt.
(e) Open lines worked by the M.S.M. Company
(f) Relation with Dist. Boards, Companies, who are proprietors wholly or in part of lines worked by the State.

3. The lists under (e) & (f) should be prepared after a careful and thorough study of all contracts with a view to see that the Mysore Govt. are getting all that they shd get and enjoying all powers they are entitled to exercise.

4. The complete list prepared as above with a brief note under each item as to how the matter stands may be sent to Govt. quarterly as agreed the first report being for the quarter ending 31st March 1918.

M
18/5

GENL. & REV. SECRETARIAT
FINANCIAL
23 MAY 1918

7 29817

RAILWAY SECRETARIAT
No. 458
Date 25-5-18

NOTE—Contn. sheet.

WD A 1789—GPB—60,000—20-3-18—S.

A Note & statements are subd

22/6/18

D 2529

G. R. S. III-2]

General and Revenue Secretariat.

G. F File No. 58 of 1917-18.

	Serial No.	
Put up with all f.y. p.p. if any NB Subd The file sent in speciality was returned.		U.O. No. 48 dated Sidn 4. 9. 1918 Returned, with compliments to the Secretary to Government Financial Department with the lists together with brief notes under each item showing how matters stand. [illegible] 4/9 Bangalore 3. 9. 1918 Secretary for Railways Govt. of Mysore.
13-6/9	3/9	
Page 22 & 19 of the notes respectively		Resubd with the lists subtd by Ry Secy. 2- Kind attention is invited to Fl. Secy's Notes of 18-5-18 & 14-2-18 ~~3- Reference is invited to the previous list subtd by Ry Secy on 22-8-18~~ Subd: with a copy of our Railway Contracts
Please see my remarks in the entries – Put up the papers in this branch on the 8 items referred to NB 9/9/18		7-9-18 This is one of subjects which will have to be placed before the Finance Committee when it next meets – for a review of the progress under the several heads. Please enquire Ry Secy with reference to his U.O. noted 4.9.18 as to when the quarterly report for the period
Subd with all available refs. 17-9-18		

NOTE—Contn. sheet.

D2529

24

G. R. S. III-2]

General and Revenue
Secretariat.

G7 File No. 58 of 1917.

Serial No.

ending June 1918 will be forwarded. If ~~that~~ the later report can be had for the meeting, it will be more useful.

Issue draft today. RS
16/11.18

3 To the Ry. Secy. H.2416 of 16-11-1918. — enquiring when the report re Ry. Finance and development for Quarter ending June 1918 will be sent.

Subd.

Sub RS 16/11.

No reply has yet been received.

Reminder Subd.

RS
29/1/19.

Issue
30.1.19.

To the Ry Secy H.3978 of 1-2-1918 — asking when the Report for June 1918 can be expected in this office

Subd.

No reply has yet been received from the Ry. Secy

Draft Reminder Subd

RS
27/2/19.

NOTE—Contn. sheet.

D 2580
D 2529

25

G. R. S. III-2]

General and Revenue Secretariat.

G7 File No. 58. of 1917.

Serial No.

U/S Fin

Please put up a D.O. to Mr. Dane pointing out that the lists sent do not exactly correspond to the classification given in my note of 18.5.18 & requesting that complete list under the several heads for the quarter ending may be sent as early as possible.

My
19/3/18

Draft D.O. Subd.

RS
20/3/19

4 From the Ry. Secy. No. 2541 d/ 17-3-1919 — Forwards the list of Ry. subjects with brief notes showing ~~how~~ the matters ~~stand~~ up to the end of quarter ending 31-12-1918.

P.W.D.

Subd for kind perusal.

Draft D.O. as ordered by H. Secy. is also put up.

RS
20/3/19

It may kindly be ~~noted~~ observed that even the recent list

NOTE—Contn. sheet.

G. R. S. III-2]

General and Revenue
Secretariat.

9 L-F File No. 58 of 1917 2558

Serial No.

received ~~the~~ does not correspond with the classification given in Fl. Secy's note of 18-5-1918

+ page 22 of the notes

RB
263/27 19
Wm

Refer Fl. Secy's order of 19-3-19.

The statements received from the Ry Secy giving information of the quarter ending Dec. 1918 are somewhat in accordance with the classification given in note of 18-5-18 (Fl. Secy)

2480/21/4

19-4-19

Please put up after receipt of next quarter's statement^x with a list showing important items requiring immediate attention.

x March 19, which is due.

WM

9/5

Draft Reminder to Ry Secy Sub

15/5

to send reminder if not received in time

RB
135/9
Wm

To the Ry Secy Fl. 6127 of 17-5-1919 — enquires when the report for quarter

NOTE—Contn. sheet.

2330

27)

G. R. S. III-2]

General and Revenue
Secretariat.

R.P. File No. 58 of 1917.

Serial No.

ending March 1919 can be expected in this office
Subd.

As nothing is heard from the Ry Secy Reminder is put up.

20/6

88
14-6-19

To the Ry Secy H. 6984 d 30-6-1919 — Reminder for the Report for quarter ending with March 1919.

Subd

As nothing is heard from the Ry. Secy. draft Reminder is put up.

V.N.
6/8/19

Fe Secy) For approval before issue. The matter seems to require consideration.

7.8.19

10.8.19

Issue
12/8

362
8/8

To the Ry. Secy H 1147 d/13.8.19. Reminder for the Report for quarters ending with March and June 1919.

NOTE—Contn. sheet.

2550
5393
6073

2ii)

R. S. III-2]

General and Revenue
Secretariat.

1/ 697 File No. 58 of 1917.

Serial No.	
6	From The Ry. Secy Nos. 12 and 312 forwarding stts containing brief Notes re subjects of Ry. Finance Construction & Development Subd according to Under Secy's order on P.U.D.
	V.R. Vide H Secy's note of 28-5-1918 page 22.
	20 8/19
	27/8 H Secy
	18 / 28.8.19
594 / 30/8	

DEWAN'S OFFICE.
Recd. on SEP 12 1919
Reg. No. 1784

1847-268
10-9-1919

Subd to Dewan thro First Member for information
8/9/19

18 / 8/9

18 / 10/9

Seen
10.9.19.

I fear sufficient attention has not been paid to the note of the ~~[illegible]~~ Mr. Banerji in Jany ~~End~~ 1918. The information supplied by the Ry. Dept. is not only belated but not of the nature that is wanted — The R. Secy. is requested to pay particular attention to these omissions & defects & see that, in future, these things are more satisfactorily done

15.9.19

~~H.S.~~ U/S
Please speak
19.9.19

P.T.O

NOTE—Contn. sheet.

QUESTIONS RELATING TO LINES WORKED BY THE MADRAS & SOUTHERN MAHRATTA RAILWAY CO:LD

1. ARISING OUT OF CONTRACTS. We may refer to the previous analysis of Agreements and see what action ~~is~~ was recommended and what action has actually been taken. In respect of points of a financial nature we may take responsibility and ~~persuade~~ pursue them. Regarding points ~~about~~ with which th Railway Department has to take action we may sa that the responsibility belongs to that Department.

2. Points relating to the same lines raised by the Comptroller or any other officer.

If any of these have not been finally decided we may say what action should be taken to pursue them to conclusion.

3. Agreements between Mysore Railways and District Boards and B.C.L. Railway Co.

(i) It is high time to conclude the agreements with the above bodies.

(ii) A statement of the net loss sustained by Government in the form of interest foregone on their share of capital and on the deficit on the interest account involved by the guarantee may be prepared.

(iii) If the result of any half-year was surplus after meeting interest the disposal of such surplus has apparently not been settled pending the conclusion of the contract.

(iv) The 2'6" Railways can only be regar as Branch Lines and it is unfair to impose up them the high rate of working expenses they made to bear now. Measures have to be devi to appreciably reduce the working expenses o these lines with a view to encourage other D

District Boards to offer to construct Railways

(v) The conditions of floatation of Loans by District Bodies ~~has~~ have been far from satisfactory. The rates of interest are not attractive, the arrangements for issue of scrip are most defective and the payment of interest most unpunctual. The subscribers to one particular issue seem to have been given the right t

(Verify)
Verified found correct.

a share of the net surplus of the lines for whi they have supplied funds. This line is, perhaps, that intended to be constructed in the Shimoga District partly ~~by~~ from Government funds and -- partly from Debentures issued by the Board. The line now undertaken has been ordered to b financed entirely by Government, something ha to be settled as regards the disposal of the funds raised by the Board.

MYSORE-ARSIKERE RAILWAY.
REVIEW OF CONSTRUCTION OPERATIONS IN THE LIGHT OF ESTIMATES AND SUGGESTIONS FOR MAKING FUTURE CAPITAL TRANSACTIONS FINANCIALLY REGULAR.

A statement of the loss entailed on the investment of this line may be put up.

TARIKERE-NARASIMHARAJAPURA TRAMWAY.

A review of the construction operations of this Tramway. The number of estimates so far sanctioned and the incomplete position of thi line in spite of ~~the~~ several revisions. A statement of loss entailed by the construction of this line also may be put up.

IRON WORKS TRAMWAYS.

A review of the estimate as in Mr.Perin calculations has already revised and as it is likely to be further revised.

Triennial programme to be made reall

350/-18

really useful as the basis of capital operations.

SURVEYS. Names of Lines surveyed, Lines taken up for construction, Lines abandoned, Lines the undertaking of which is remote and the cost of surveys involved upon them. + on the abandoned surveys

(W

BHATKAL SURVEY. Prospects of the Railway to Bhatkal.

(W

A list of the more important suggested lines with the expectations of their returns. The policy of undertaking only such lines as are assuredly of a paying character should be vigorously followed.

Revision of the annual capital grant on whibhtho Railway Department may confidently count.

The ideal to be reached by the Railw Department in the next 3 or 5 years in re to all important matters.

KRG.

U/S Finance Genl

20/8

Mr. Sundaram —
For a note with statements —
Necy infn to be obtained from the audit office and the agents office [illegible] — Personal instructions should be obtained on doubtful po
Case to be worked up in 3 weeks

G. R. S. III-2]

General and Revenue Secretariat.

(17 File No. 58 of 191)

Serial No.	
	Dft Subd
	Issue ~~mad~~ 4/10/20
	W 4-10-20
7)	To Ry. Secy — 2740 d ~~5-10-20~~ Requests to furnish certain information
8.)	From the Ry Secy — 1478 d 7-12-20 — Intimates that the information wanted on Ry. Finance & Development will be subd soon, & requests to send the file for reference.
8)	From the Ry Secy — Rs 254 d 22-7-21 — Intimates that the statement of loss, etc will be forwarded on receipt from the Ry Auditor & requests for a copy of the analysis of agreement.
	Subd The original copy of the analysis of agreement was sent to the Ry. Secy for refce & return. No spare copies are available.
	Dft. subd: The information from the Auditor may be awaited.
	W 27-7
	TKR 29/7
	See remarks on draft K .18

NOTE—Contn. sheet.

G. R. S. III-2]

General and Revenue
Secretariat.

97 File No. 58 of 1917

Serial No.	
	The Ry. Secty. has acknowledg receipt of the letter along with the enclosure in our peon book. If approved, the altered dft. put up may issue.
	Dft. to Auditor also is put up
	2/8
	Issue 4/8
10)	FL 6788 of 8.21 – To Ry. Secy – States that the copy of analysis of agreement has already been sent
11)	FL 6792 of 8.21 – Auditor – Requests him to furnish the statement of loss on B.C.L. etc Rys early
12	From the Secretary to Govt. for Railways No 1925 of 19.12.21
	Forwards information on some of the points referred to in this office No FL 2740 of 5th Oct 21.
	To the Auditor, No FL 3465 of 11.1.22
	Requests him to furnish information called for by the Railway Secretary showing the net loss sustained by Govt. in the form of interest payment.

NOTE—Contn. sheet.

381

General and Revenue
Secretariat.

G. J. File No. 58 of 1917-18

Serial No.

From the Secretary to the Govt. for Railways
No 2332 dated 28th January 22

Forwards a copy of statement showing the net loss sustained by Govt. on the Kolar District and the Bangalore Chickballapur Light Railways to the end of the year 1920-21.

D

The Secretary to the Govt. for Railways was requested in this office No Fl. 2740 dated the 5th Octr 20 to furnish information on the following points, on the subject of Railway finance development:—

(1) A statement showing the action taken till now on the analysis of agreement.

(2) Action to be taken on points which have been finally decided.

(3) Have agreements been concluded between the Mysore Railways & District Boards and B.C.L. Railway Co.

(4) A statement of the net loss sustained by Govt. in the form of Interest foregone on the sum of Capital &c.

(5) Statements of losses entailed by the construction of the T. N. Tramway & the Mysore-Arsikere Railway.

(6) A revision of the estimates of the Iron Works Tramways as already revised &

(7) A list of the lines till now surveyed, lines taken up for construction, etc.

NOTE—Contn. sheet.

35

G. R. S. III-2]

General and Revenue Secretariat.

47 File No. 58 of 1917-18

Serial No.

The replies received are noted below:-

Encls 1 & 2 / E — The Secretary informs that Govt. of India have sanctioned the proposal of associating a Railway Officer of the Durbar with the Govt. of India inspecting officer in the discharge of his functions in respect of the lines owned by the State.

11, 12 & 13 — As regards points referred to in statements 1, 2 & 4 accompanying the agreement, the Secretary reports that the Auditor, Mysore Railways, has been addressed in the matter.

3 C — States that the agreements regarding the construction and working of the Bangalore-Chikballapur and Kolar District Railways have been finally concluded.

4, 5 & 6 R — Forwards three statements, (1) the Comparative statement of project & estimates for Tramways (Iron... (2) Statement of lines surveyed & under construction & (3) statement of the result of working of the T. K. Tramways & the Mysore-Arsikere Railway.

A

7

17 — The results of working of the Kolar Dt. Railway & that of Bangalore-Chikballapur Railway are noted below:-

		net receipts	Interest
Kolar Dt. Railway	Rs	1,73,139	4,76,781-3
Bangalore-Chikballapur Light Ry.	Rs	1,73,160	2,96,52

Submitted with reference to Secretary's note dated 20.10.19.

1.2.22

NOTE—Contn. sheet.

WD A 1739—GPB—60,000—20-3-18—S.

3088

G. R. S. III-2]

General and Revenue Secretariat.

Cnf File No. 68 of 191

Serial No.

Please put up drafts to Secy for Railway & Auditor on the points mentioned below:

1) ~~Stan~~ Statements relating to points 4, 5 & 6 of our letter of 5.10.20 sent with Ry Secy's letter of 22-7-21 may be returned for being brought up to end of 1922-23 and very early retransmission

2) Also the statement relating to item 3 of our letter of 5.10.21 sent received with Ry Secy's letter of 20.1.22 for action similar to 1) above

3) The result of enquiry reported in para 2 of Ry Secy's letter No 1925 of 21.12.21 may be ascertained

4) The Auditor may be reminded of information promised in his letter of 14.1.22 in reply with reference to our letter No. 7 3065 of 11.6.21

mad
7/1/24

2 Drafts to the Ry Secy & Auditor on the foregoing lines are subd

10/1/24

Issue at once. There has been unnecessarily long delay in putting up these drafts.

mad
11/1/24

NOTE—Conta. sheet.

WD A 1789—GPB—60,000—20-3-1

~~2824~~ R 37

G. R. S. III-2]

General and Revenue
Secretariat.

G.1. File No. 58 of 1923-24

Serial No.

No R 3779 of 11.1.24 to the Ry Secy forwards certain statements relating to Ry finance & development and requests that they be brought up-to-date & returned.

No R 3780 of 11.1.24 to the Ry Auditor requests him to furnish the information regarding Main Line Agreements promised by him in his letter No R.B. 2064 of 17.1.22.

Memo No R 727 of 30.1.24 from the Auditor Mysore Rys forwards copy of his letter No 726 to the Ry Secy re Main-Line Agreements & other points and states that the loss due to the working of the K.S. Ry was already been communicated to the Ry Secy.

This is in reply to the foregoing serial.

May the reply from the Ry Secy be awaited?

Subd for information & orders

[illegible] 7/2

Yes. Please ~~[illegible]~~ put up after receipt of Ry Secy's reply for which a reminder may issue on 5.3.24 if not received before that date

[illegible] till 5/3/24 on which a reminder [illegible]

NOTE—Contn. sheet.

Subd: with a reminder ~~[illegible]~~ 25/2/24

W.B.Rao 6/3

Please issue usual reminder is presented [illegible]

G. R. S. III-21

General and Revenue
Secretariat.

File No. of 19

Serial No.

Reminder put up

LBRao
8/3

No R.S. 2069 of 16.6.24 from the Ry Secy ~~forwards~~ returns the statements duly brought ~~to date~~ & states that the Statement re Iron Works Tramway is not returned as they are not under Ry Administration now.

This and the letter recd from the Auditor 30.1.24 are for orders

30/4

Information called for has now been completely received? The information which was being furnished in 8 points every quarter was last furnished in August 19 and related to the quarter ending 30th June 19. It is necessary to call for information under the 8 heads referred to in Serial 6 in the file for the quarter ending 31.3.24, so that the information under those heads may be as up to date as possible. Please put up draft calling for this information.

After issue of this draft, please note if information on all the points alluded to in the FC Dy's note 20.10.19 above has been received. If any further information has yet to be received, please call for them. Revisions of original estimates & operations of works referred to in that note have not been received. There may be other such items 12/5/24

NOTE—Contn. sheet.

Urgent

39

G. R. S. III-21

General and Revenue
Secretariat.

G. I. File No. 58 of 1917

Serial No.

Kindly see orders Supra.
A draft accly is subd. After issue of draft, a note will be subd as ordered. Issue

26/5/24

Re 65.83 of 28.5. The [illegible] Ry Secy calls for the statement showing up to date information under the heads.

Refa. Orders Supra.

Among the items of information required by the Ry Secy in his note supra, the following does not appear to have been received.

1. Review of Construction operations in the light of estimate of the M.A. Railway
(2) Do of P.R. Tramway, number of estimates so far sanctioned etc.
(3) A Review of the Estimates of the Iron Works Tramways as already revised, & as likely to be revised.

A draft to the Ry Secy on

NOTE—Contn. sheet.

G. R. S. III-21

General and Revenue
Secretariat.

File No. of 19 40

Serial No.

d

Referred to the items 1 & 2 and add
Draft to the I. W. Board in respe
of item 3 are put up for
consideration.

On page 3 of the Rl. Secy
note referred to, (1) Prospects of the
Railway to Bhatkal & (2)
a list of the more important supp
lines with the expectations, are
required (a & b in pencil). So is
for orders if these too have to be call
for.

SK 7/8

Issue drafts to Ry Secy & Resident's

8/8/24

No. R 911 dy 9.8.24 to the Secy for
Railways calls for a review of
Construction Operations of M.A. ~~Ry~~ &
P.N. Tramway & certain other informa
Issued & Resubmitted.

SK 13/8

Information as regards Iron
Works Tramways has now ~~available~~
to be obtained from the Iron Works
Board of Management and not
the Railway Depot. Draft letter to
the Govt. Director Iron Works will issue
if approved –

If the information called for
in the draft is received it will complete
all ~~the~~ information the collection of which

NOTE—Contn. sheet.

Serial No.

2

was suggested in the FC Secy's note of 20-10-19. After issue of draft on approval, the information so far received will be ~~arranged and grouped~~ ~~in accordance with the proper headings~~ grouped & arranged in suitable form for being printed as a compilation of ~~Railw~~ Statistics relating to Railway Finance. The compilation may then be reviewed & such action as may be considered to be called for ~~to~~ may then be taken.

mad
17-8-21

FC Secy

The proposed ref is not necessary. The other points may be pursued as proposed.

MCL
18/8/21

Early

Letter No. R.S. 301 of 8-8-21. from the Ry Secy forwards the infm called for.

mad
18/8.

(1) The information called for in the statement form in our letter No 6583 of 28-5-21 at H is received.

(2) Some more information re the Results of operations etc called for in our letter No FC 911 of 9/8. is yet due. It is not known if the

G. R. S. III-2]

General and Revenue
Secretariat.

987/Fl

WD 2310—GPB—10,000—31-5-24

File No. 4 of 19

	Serial No.	
No 23/8		Fl Secy's orders above cover this also. If so, that information need not perhaps be awaited. After perusal of the Ry Secy's letter now recd, action will be taken on the lines ordered by SK 22/8 Yes Early 23/8
		No: 958 of 20.11.24 from the Ry: Secy Forwards a review of the construction operations of the Mysore Arsikere Ry & the Tarikere-Narasimharajapura Tramway. Subd: for orders with reference to Fl: Secretary's remarks at page 41 of the notes.
USRao 18/12		If all information has now been received for the Statistical Compilation referred to in my note of 17.8.24, please collect them and put up a draft copy of the Compilation under the various heads. This may be done as early as practicable so as to avoid its belated issue. 2/1/25

NOTE—Contn. sheet.

File No. of 19 .

General and Revenue Secretariat

Serial No.

The following statements may be got printed. They have been brought up to ~~date~~ ~~end of~~ January '25.

Perhaps they are best sent to Ry Secy with a request to have them printed in a suitable statistical form.

They are.

(1) Stt of lines surveyed & under Construction

(2) Stt of the Result of the working of T.M. Tramway & N.A. Ry. E

(3) Stt of the Result of working of K.D. & B.C.L. Rys. D

(4) K.G.F. State Ry working agreement }

(5) Nanjangud Hindupur & Shimoga Rys working agreement } C

(6) Main Line Agreements }

(7) Stt of progress on various Surveys. B

(8) Do —— lines under Construction & proposed to be constructed A

(9) Lines opened & worked by the State X

(10) Do —— —— (M & S.M. Ry)

(11) Ry administration & working of open lines

(12) Ry Fin & Construction W

(13) Relations with the Ry Board & Company V

(14) Review of the Construction operations of the N.A. Ry!

Submitted with a draft to the Ry Secy

SK 16/8

The whole work relating to the collection of these statistics has been done in the ~~Railway~~ Finance Depart

This proposal did not require such long time. This case worked should be watched & avoid such delays 18/8/25

NOTE—Contn. Sheet

587—24

G. R. S. 111-2

General and Revenue
Secretariat.

File No. of 19 .

Serial No.

under the orders of the Dewan. It is for orders whether, in the circumstances of this case, the Statistics collected may be compiled & for print here alone or sent to the Ry Sectt as suggested above. It would be better to compile & print the information collected here and then ask the Ry Sectt to maintain it up to date & to add to it any other useful information that may become available regarding Railway finance.

(F.L. Secy)

M.A.S.
18/7/25

The matter now proposed to be printed ~~[illegible]~~ is contained in the published reports and accts of the Ry Dept. and I do not think it need be printed again. Besides any such compilation is properly made by Ry Sectt & not by F.L. Sectt. Ry questions are being considered separately as they arise. I do not think any useful purpose will be served by keeping this file open any longer. It may be filed

27-8-25

File

28/8

NOTE—Contn. sheet.

G.R.S. 13]

(10)

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

Re Railway Construction & Open Line audit for State worked lines and Railway Finance, and existing working contracts in regard to other lines.

(Subject no. 7 referred to Mr Datta)

GEN. & REV. SECT.
14 SEP 1916 H. L. O. No. 480 of 16.

Extract from notes in H. mis 266-16

Mr Krishna Rao had prepared some notes about the existing Railway Contracts. If so desired, they may be asked to be put up. × ×

× × ×

H.D. S.S
16/8

The list of points drawn up by me and Mr M.N.K's notes on each may be put up.

H.D. K.S.C
18/8

Br II. note & get papers

H.D. S.S

Forwarded U.O. to the Comptroller for favour of putting up the papers referred to above for being sent to Mr Datta. They do not seem to have been received in this Branch

Do
K. T. Shamanna
25/8

The papers required are put up. 20.8

M. N. Krishna Rao
6/9/16

N.B.—Should routine notes be written on small slips, the notes must be copied. or slips pasted on this form.

GPB—50,000—5-8-15

G.R.S. 13]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

These papers may be sent to Mr Datta for being kept in the file opened for ~~the proposal~~ Subject No 7 referred to therein - "Ry Construction etc and Existing Working Contracts".

F. Asst)

16.9.16

Mr. Datta)

19/9

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

GPB—50,000—5-8-15

The accompanying papers relate to the control over Mysore State Railways worked by the Madras and Southern Mahratta Railway Company. A general note analysing the powers reserved under the various agreements in force has been drawn up. The points requiring consideration or action are summarised in the following statements:-

(1) Statement of points on which action can be taken at once. A draft letter to the Residency is also put up.

(2) Statement of points on which a visit to the -- Central Office of the Company at Madras will secure the necessary information or verification.

&(3) Statement of points for consideration and orders of Government. The action that may be taken in regard to these points is also suggested.

(Intd.) J. S. Ch.
Comptroller.

Submitted to the Dewan
through the Secretary for Railways.

2)

(1)

POINTS ON WHICH ACTION CAN BE TAKEN AT ONCE.

-----

1. Kolar Gold Fields State Railway Working Agreement.

(a) Clause	18	Right of inspection of line
(b) "	19	-do- of books, accounts and papers.

2. Nanjungud, Hindupur and Shimoga Railways Working Agreements.

Action taken as per draft put up.

(Intd.) J.S.C.
4/9

(a) Clause	15	Right of inspection of new works under construction.
(b) "	15	- do - of accounts, books etc.

3. 1(a) and 2(a) are powers to be exercised by the Railway Administrative Department and 1(b) and 2(b) are powers to be exercised by the Railway Accounts Department. As these four agreements are directly between the Mysore Government and the Company, there is no need for the intervention of the Government of India and we may inform the Company of our desire to exercise the rights reserved in our favour in these Working Contracts. A draft to the -- Residency on the subject is put up. This being the first occasion on which we wish to exercise our powers, the draft proposes the inspect of the Railway and Accounts at only one of the stations on one of the lines, namely, Marikuppam on the Kolar Gold Fields Railway.

4. Main Line Agreements.

P. 7-8 of Main Line Agreement.

Clause		Remarks.
29	Power in regard to rates and fares.	The rate circulars may be obtained and examined with a view to see tha our trade interests are not adversely affected.
30	Undue preference not to be shown to particular persons or traffic.	
32	Conveyance of gold and silver bullion at concessional rates	Treasuries and -- Treasury Account Department of -- Comptroller's office may be informed of this concession.

Action to be taken by Railway Secretariat.

(Intd) J.S.C.

Contd.

33.	Power to claim precedence for Government traffic over all other traffic.	Heads of Departments may be informed of this -- provision.
44.	Power to audit Capital Account.	This has been settled and arrangements are being -- made for exercising this power.
45.	Power to audit Revenue Account.	do

Action taken by Comptroller's office.

(Intd) J.S.C.
/9

CV

4)

(2) **Points on which a visit to the Central Office of Company at Madras will secure the necessary information or verification.**

Kolar Gold Fields State Railway Working Agreement.

	Clause 6.	Whether cranage charges are being fully credited to the K.G.F.Railway which has supplied travelling cranes.
p. 2-5	" 7(a)&(b)	Whether cost of accidents and losses for which the Company is responsible is being borne by them and not charged to the K.G.F. Railway.
	" 12.	Whether division of Joint Station expenses is being made as provided for in this clause.

Nanjungud, Hindupur and Shimoga Railways Working Agreements.

	Clause18 of Hindupur Contract	Treatment of cost of new minor works which is not stated to be the exclusive liability of this Railway.
p. 3		Whether the Shimoga and the Nanjungud Railways pay contribution to Provident Fund which is not provided for in their agreements.
		Whether the Hindupur Railway is being credited with its share of earnings of traffic which under the rule of shortest route should go by the chord, but is actually booked and carried by another route.

Main Line Agreements.

p. 10	Clause 41(1)	Method of apportioning Capital receipts and changes not belonging to particular lines.
	" 41(2)	do in regard to Revenue receipts.
	" 41(5)	Separate Maintenance of Store Accounts of the Mysore-Harihar line as far as possible.

CV

5) -

(3)

POINTS FOR CONSIDERATION AND ORDERS OF GOVERNMENT.

Main Line Agreement.

	No. of Clause.	
1.	11	Inspection of land made over to the Company with a view to resume such -- land as is not required for Railway purposes.
2.	18,19 & 61.	Inspection for seeing that the -- undertaking, the stations and works are in good working conditions and -- fully supplied with Rolling Stock, -- Plant, Machinery etc.,
3.	18 & 41(5)	Inspection for seeing that the Rolling Stock, Plant, Machinery and Stores of the Railway are kept separate and distinct from the Stock, Plant, --- Machinery and Stores of the Company.
4.	20	Inspection for seeing if the staff provided is sufficient for the requirements of traffic to ensure good Railway service and to provide effective control over Revenue.
5.	21 and 28.	Power to require alterations, improvements and additions for increasing earnings.
6.	27	Power to require such train service as the local conditions of passenger and Goods Traffic may require.
X 7.	40 and 64	Power to require accounts to be -- kept and to furnish returns and/statistics necessary.
8.	46	Right to be consulted about the periodical valuation of Stores and the adjustments required by valuations -- made.
× 9.	49	Right to be consulted regarding -- disputes about allocation of items -- between Capital and Revenue.

The permission of the Government of India is necessary to the exercise of powers 1 to 6 and 8 by the Engineer-in-Chief of the Durbar. This officer has to be associated -- with the Government of India Inspector in the performance of his duties and the sanction of the Government of India is required for the arrangement.

This is the main thing which the Ry Secretary should try and get for the Durbar.

(Intd.) J.S.C.
4/9

The Government of India have recently allowed one of

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Durbar's Railway Account Officers to be associated with the Government Examiner in the work of inspection of -- Accounts of the Mysore State Railways. The same officer has to be consulted in regard to disputes about allocation of items between Capital and Revenue. The Government of India have to be requested to permit the Durbar's Railway Accounts Officer to express his views through the Government Examiner in regard to disputed questions of allocation between Revenue and Capital.

Mysore Government, I think, have means for their voice being -- heard already and this may be omitted.

(Intd) J.S.C.

The Company have sometimes objected to give us -- statistics and returns required by us and it is necessary to make it clear to them that the powers under these -- clauses though reserved to the Secretary of State, are -- really intended to be exercised by the Durbar.

This need not be pressed now.

(Intd) J.S.C.

CV.

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POINTS FOR VERIFICATION IN THE RAILWAY SECRETARIAT.

- - - -

The Nanjungud, Hindupur & Shimoga Railways Working Agreements.

Whether an inventory of the Railways and of their works, plant etc., originally made over to the Company have been made and delivered by them and whether supplementary inventories for additions are being furnished by them.

Whether lists of Stores transferred have been furnished by the Company.

The Comptroller and the Railway Secretariat -- should each depute an - officer as early as practicable, to effect these verifications and get -- copies of documents for our own offices where -- necessary.

(Intd.) J.S.C.
4/9

Main Line Agreement.

Whether a complete list of lands made over to the Company is kept.

CV

CONTROL OVER MYSORE STATE RAILWAYS WORKED
BY THE MADRAS AND SOUTHERN
MAHRATTA RAILWAY.

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Control over Mysore State Railways worked by the Madras and Southern Mahratta Railway.

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Kinds of control.

The control to be exercised may be classed under two heads:-

(1). Financial and (2) General and Financial control has reference to the Capital and Revenue Accounts of the lines.

Analysis of powers reserved under contracts necessary.

2. The agreements for the Main and Branch lines define the powers that can be exercised by the Proprietor of the lines and a detailed analysis of the provisions of the contracts in this respect is necessary to find out what powers of control are reserved to Government and which of them have so far been exercised and which not.

Powers under Main line contract though reserved in favour of the Secretary of State are really intended to be exercised by the Mysore Government.

3. Before analysing the contracts, one point has to be noted. The Original and Supplemental agreements relating to the Main line from Mysore to Harihar reserve all the powers in favour of the Secretary of State and not of the Mysore Government. The Secretary of State however acted, as clearly stated in letter No. 1302-241 dated 18th August 1885 from the First Assistant Resident to the Dewan, as the Agent of the Mysore Government and the object of the arrangement was also to obtain more favourable terms than what the Mysore Government could have obtained had they entered into the agreement - - independently. It is necessary to recognise that the Secretary of State only represented the Mysore Government in the agreement and that most of the powers reserved to him are really in favour of the latter. The Madras and Southern Mahratta Railway Company, however, thinks otherwise and it is necessary that there should

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be a clear understanding in this matter between the Company and the Mysore Government and such understanding has to be arrived at, if necessary, by reference to the Government of India. The Branch line agreements were directly between the Mysore Government and the Company and no misapprehension as in the case of the Main line contract arises in their case.

Powers under contract dated 31st August 1887.

4. The powers of control provided for in the Main line agreement dated 31st August 1887 are as follows:-

i. Clause ii.

Resumption of land not required for Railway purpose.

" The Company shall go out of possession of and relinquish such of the land of which the Company shall have been allowed possession as shall for the time - - being have become unnecessary for any of the purposes of the contract. "

x Periodical inspectionfor seeing that the undertaking is maintained in working condition.

x It is not known, if there has ever been any examination of the lands given to the Company to find out the lands no longer required for railway purposes and to take them back and also to prevent any land given from being used for purposes other than those of the contract. A complete list of the lands given to the Company from time to time has to be prepared, if one is not already kept and an inspection made to see that lands not required are not left in the possession of the Company. A periodical inspection of lands with this object say once in 3 or 5 years is also desirable.

x ii. Clause 18.

" The Company shall keep the undertaking and the Stations and Works in good working condition and fully supplied with rolling stock , plant, machinery and - - stores to the satisfaction of the Secretary of State and whenever the Secretary of State shall be of the opinion that the Company is in any default as to any of the matters mentioned, he may in writing notify the fact to the Company specifying in such writing the general nature of the defect and unless the defect be remedied by the Company within one calendar month after the notif~~ying~~ication ~~it~~ thereof by him to the Company may himself remedy it ."

This is an important provision in the contract and on its proper observance depends the efficiency of the service of our railways and also the condition in which Stations, plant, machinery, rolling stock etc., are maintained and delivered to us on the expiry of the term of the contract. A systematic inspection of Stations etc., by our officers is necessary to safe guard the interests of the Government. The exercise of the power reserved by this Station has a close bearing on the Revenue and Capital expenditure of the line and the net revenue received by us and for this reason also an active exercise of this power is desirable and necessary.

Section 4 of Regulation No. 1V 1894 (Railways Regulation) also provides for " such periodical or other inspection of any railway or of any rolling stock used thereon as the Government of His Highness the Maharaja may direct. "

The inspections necessary under clause 18 of the contract and Section 4 of Regulation 1V of 1894 have to made by the officer appointed as an Inspector of Railways under the said Regulation by the Mysore Government. A regular inspection of all the " Stations, works, rolling stock, plant, machinery and stores " once a year or once in two years is necessary and the Company may be asked to take needful action on points brought to notice in reports of such inspections.

12) (4)

iii. Clause 18.

Rolling stock etc of Mysore-Harihar line to be distinct from that of other lines.

" So far as is practicable and so far as the Secretary of State shall require, the rolling stock plant and machinery and the stores provided for the purposes of the undertaking shall be kept separate and distinct from the rolling stock, plant, machinery and stores provided by the Company for the purpose of the original railways. "

Though the separate maintenance of the Mysore-Harihar line stores was provided for in this clause, a system of joint stores was subsequently introduced with our consent and some questions that arise in regard to the joint stores account will be separately noted. The part of this clause of the contract relating to the maintenance separately of our - - rolling stock etc is important and a periodical inspection to verify the requirement of this clause is being complied with is also necessary.

iv. Clause 19.

Periodical inspection for seeing that rolling stock machinery and plant are kept in working condition.

" The Company shall keep the rolling stock , machinery and plant in good repair and in a working condition to the satisfaction of the Secretary of State and whenever the Secretary of State shall be of opinion that the Company is in default as to any of these matters, he may himself remedy the defect. "

This is similar to the provision made in clause 18 and has special reference to the condition of rolling stock, machinery and plant. This is an important provision in the contract and on its proper observance depends the efficiency of the service of the railway and also the condition in which the - - rolling stock, machinery and plant are maintained and delivered to us on the expiry of the term of the contract . A systematic inspection by our officers of our rolling stock is necessary to guard the interests of Government and the safety of the travelling public . Such inspection is necessary under the Railways Regulation also. The exercise of the power conferred by this clause has a close bearing on the Revenue and Capital expenditure of the line and for this financial reason also an active exercise of this power is necessary. It does not appear that our stock has ever been inspected by our officers. An examination of our rolling stock once a year or once in two years is quite necessary. A regular report of such inspection has to be obtained and needful action taken in communication with the Company for maintaining our stock in an efficient condition.

V. ~~Caluse~~ Clause 20.

~~m~~Maintenance of adequate staff.

" The Company shall at all times during the continuance of this contract maintain a sufficient staff to the satisfaction of the Secretary of State for the purposes of the undertaking opened for public traffic. "

A periodical inspection by one of our officers to see if the establishments on our lines are - - sufficient for the requirements of traffic is necessary to ensure good railway service and to provide effective control over revenue. It is our interest to see that the working and controlling staff allowed for our line is adequate in view of the magnitude of traffic passing over it and that in this respect our line receives at the hands of the Company the same care and attention as other lines of the system.

VI. Clause 21.

" The Secretary of State may require the Company to carry out any alteration, improvement or addition that may in his opinion be necessary

Power to require alterations, improvements and additions for safety of public or for increasing earnings.

for the safety of passengers or of the public or for the effectual working of the undertaking and he may himself execute such of these works in respect of which the Company is in default.

Periodical inspections for securing the safety of passengers and of the public are provided for in the Railways Regulation also. For improving the paying capacit~~ies~~y of the line, a full use of the power given by this clause is necessary and the exercise of such power would consist in a systematic examination of the present conditions and those more favourable for increasing the earnings.

vii. Clause 27.

Power to regulate train service etc.

" The Company shall cause to be run upon the railway as many trains at such rates of speed between such places and with such conveniences and accommodations as the Secretary of State shall from time to time require."

It is not known if the Company is systematically consulting us in regard to all the matters mentioned in this clause or if we are requirigg the Company to pay sufficient regard to the interests and requirements of our railway and of the public travelling by it. An active use of this power is necessary to ensure such train service as the local conditions of passenger and goods traffic may require.

viii. Clause 28.

Power to require alterations or improvements in working.

The Company shall from time to time upon the requisition of the Secretary of State effect any alteration or improvement in the working of the undertaking that may be necessary for the safety of passengers or of the public or for the effectual working of the undertaking. This provision is of the same nature as that made in clause 21 and the remarks made against it apply here also.

ix. Clause 29.

Power in regard to rates and fares.

" The Company shall charge such rates and fares for the carriage of goods and passengers as do not contravene the regulation in regard to maximum and minimum rates. "

A review of the rates quoted by the Company for carriage of goods is necessary to see that our line is receiving the traffic that ought properly to pass over it and also that the rates quoted are such as not to adversely affect the general economic interests of Mysore. A systematic examination of the rate circulars &c issued by the Company appears to be desirable with the object of ascertaining that the rates quoted have no hampering effect on local trade in any article raw or manufactured.

x. clause 30.

Undue preference not to be given to particular persons or traffic.

" The Company shall not give any undue preference to particular persons or any particular description of traffic. "

Attention to this point is necessary to see that interests of the trade of Mysore are not unfavourably affected by the rates quoted or concessio shown by the Company for the carriage of goods to or from Mysore. The examination of rate circulars suggested above will secure this object.

xi. clause 31.

Power to require special services to departments of Government.

" All services which the Secretary of State shall require the Company to perform for any Department of the Government of Mysore shall be performed by the Company on the same general conditions

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as may for the time being be in force on railways of corresponding gauge belonging to and worked by His Majesty's Indian Government and at such rates as may be approved by the Secretary of - - State. "

This has reference mainly to services required for the Military and Police Departments and such services are it is believed now being rendered by the Company as provided for in the State Railway Open Line Code, Volume 1, and the published Tariffs.

Conveyance of gold and silver bullion and coin of Government at concession rates.

xii. Clause 32.

" The Company shall convey gold and silver bullion and coin and copper coin belonging to the Government of Mysore and the persons in charge thereof at special rates approved by the Secretary of State. "

This service is also being rendered as provided for in the Goods Tariff. This provision in the contract and the concession rates for conveyance of Government remittances published in the Tariff may be brought to the notice of the Treasuries making remittances and the Civil Branch of the Comptroller's Office which audits charges for railing of remittances, so that the concession may invariably be claimed.

Power to claim precedence for Government traffic over all other traffic.

xiii. Clause 33.

" The Company shall upon the requisition of the Secretary of State give precedence over all other traffic to his demands either for passenger or freight accommodation and subject thereto to the like demands of the Government of Mysore."

It is desirable to bring this provision prominently to the notice of all Heads of Departments so that the precedence allowed by this clause may be claimed wherever necessary and needful action taken when the servants of the Company do not allow it.

xiv. Clause 40.

Power to require accounts to be kept.

" The Company shall keep such accounts as the Secretary of State shall require and keep them in such form and under such heads or divisions and with such details as he shall prescribe."

The Company have sometimes objected to give us particulars and returns required by us and it is necessary to make it clear to them that the power under this clause though reserved to the Secretary of State is really intended to be exercised by us.

xv. Clause 41 (i).

Method of apportioning capital receipts and charges not belonging to particular lines.

" Capital receipts and charges which do not strictly appertain either to the undertaking alone or to the original railways alone shall be apportioned between them in each half-year in proportion to the gross capital expenditure in respect of each in such half-year."

It is not clear for what kind of Capital receipts and charges provision is made in this clause. Perhaps items like Workshop profits are referred to and we may ask the Company to furnish information on this point and state what capital receipts and charges are apportioned under this rule.

xvi. Clause 41 (2).

-do- in regard to Revenue receipts.

" Revenue receipts which do not strictly appertain either to the undertaking alone or to the original railways shall be apportioned between them in each half-year in proportion to the gross earnings of each in such half-year. "

In this case also it is not clear to what class of revenue receipts reference is made here and an enquiry as to the items brought under this clause is also necessary.

xvii. Clause 41 (5).

Separate Maintenance of store accounts of the M. H. line as far as practicable.

The stores for the undertaking and the original railways shall so far as is practicable be kept separate and distinct and the cost of all - - stores purchased for the undertaking and the original railways jointly or which it shall be impracticable to keep separate and distinct shall be apportioned between the undertaking and the original railways in accordance with rules to be agreed between the Secretary of State and the Company. "

We have now no means of knowing if the joint stores account excludes stores specially purchased for the different railways and it is necessary to examine this point periodically at Madras by referring to the Company's books there.

xviii. Clause 44.

Power to audit Capital account.

" The Secretary of State may from time to time audit the Capital Account and correct errors therein as he shall see fit. "

A regular audit of the Capital account is intended to be made by the Proprietor of the line and this means the examination of the books and accounts of the Company's Head offic as also the initial accounts of the Company's subordinate officers who incur expenditure on the Capital Account of the Mysore Harihar line . Such audit has not been conducted hitherto. The question now under correspondence with the Company in regard to the inspection of accounts of our lines at Madras and at stations on the lines does not directly refer to the examination of accounts relating to Capital Works in the Company's Engineers' Offices. This examination is also necessary.

xix. Clause 45.

Power to audit Revenue Account.

" The Secretary of State may audit the Revenue Account either concurrently with or after expenditure or in both ways as he may think fit and may in case of error being discovered therein correct the same. "

A systematic test audit of revenue receipts in the Company's office at Madras and periodical inspection of the books and Accounts at Stations on the line are necessary. So far as the Revenue expenditure is concerned, it is not possible to exercise any control over it ~~and~~ as the charge on this account to our line is only a share of the aggregate revenue expenditure, fixed with reference to the gross earnings of the line. The power conferred by this clause has therefore practical reference only to the receipts of the Revenue Account and the question of the exercise by us of this power was under correspondence with the Company for a long time and has now been practically settled. The Accountant General Railways considers that the permission of the Government of India in the Foreign Department should be obtained before one of our officers is associated with the Government Examiner of Railway Accounts, Madras and Southern Mahratta Railway Company in conducting inspection of the accounts of our lines at Madras and at Stations. The Secretary to Government for Railways has been addressed in this office letter No. 4470/Rys 569 Dated 14.3.14 for obtaining such permission.

Sanction since received.

xx. Clause 46.

Submission of half-yearly accounts of stores.

" A half-yearly accounts of stores shall be made up and delivered to the Secretary of State. "

A half-yearly account is being received but it does not give sufficient particulars to show that stores special to particular lines are excluded from the joint stores account and that unserviceable stores are not being kept undisposed of unnecessarily burdening the Capital Account. A satisfactory examination of the Store Account in this respect can only be made by an inspection of the Companys books at Madras and such inspection is suggested under xvii above.

xxi. Clause 47.

Periodical Valuation of stores.

" The stores shall be valued periodically in such manner as may be agreed upon by the Secretary of State and the Company and necessary adjustments required by such valuation made".

This has reference to the rating of stores periodically. The Company does not seem to have ever consulted us in regard to the valuation of Stores and the adjustments required in consequence. The major portion of the stores is managed as a joint concern and the valuation of joint stores

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affects both parties.. Under this arrangement, the power conferred by this clause is not of the same value as it would be if the Stores Account of the parties were altogether separate. A general inspection of Stores Account in regard to periodical valuation is all that is necessary and such inspection will be part of the examination suggested under xvii and xx above.

xxii. Clause 49.

Procedure for ~~of~~ deciding disputes about allocation of items between Capital & Revenue.

If any difference shall arise between the Secretary of State and the Company as to whether expenditure shall in any particular case be charged to Capital or Revenue, the matter in difference - - shall unless according to section 48 to be solely decided by the Secretary of State be referred to the decision of the Joint Auditor, if the Secretary of State and the Company shall have appointed such an officer but in case of joint Auditor shall not have been appointed then the matter in difference shall be referred for final decision to the Company's Auditor or some other person to be named by the Company and ~~tha~~ a Government Examiner of Railway Accounts or some other person to be named by the Secretary of State or to an umpire to be named by the referees acting on behalf of the Company and the Secretary of State. "

It is necessary to recognise that in such cases the Mysore Government should exercise the power reserved to the Secretary of State and that the Comptroller of Mysore, Public Works and Railway Branch, should be the nominee of the Mysore Government when question~~s~~ of allocation between Capital and Revenue are to be decided by the Nominees of the Company and the Proprietor of the line.

xxiii Clause 50 (1) to (8a)

Power to scrutinise Working Estimates.

The sanction of the Secretary of State to working expenses is necessary under this clause. We are not being consulted about the estimates of Revenue Expenditure i.e., the Authorisation Rolls and Working -- Estimates. Even if we are consulted, it is doubtful if we can offer any useful criticisms ~~on~~ as the estimates are for the whole system and the charge to our line is only a share of the combined expenditure.

xxiv Clause 50 (9).

Power to include under working Expenses items which may be held to belong to the Revenue Account.

"All such other expenses in connection with the undertaking as the Secretary of State shall require or allow to be treated as Working Expenses should be charged to the Revenue Account."

A portion of the cost of the Railway Secretariat and of the Railway Section of Comptroller's Office --- should properly be treated as part of the Working Expens of the line. This clause provides for the inclusion of such cost in the working expenses. This item cannot -- form part of the combined expenditure account and its -- treatment as a special charge on the Revenue Account of our line means only a small reduction in the surplus pro fits now paid to the Company. This point may perhaps -- not be pressed as it is comparatively insignificant.

xxv Clause 27(a) of Supplemental Agreement dated the 26th June 1908.

Right to require running powers.

"The Secretary of State may require the Company to enter into and on the request of the Company will assist them in entering into agreements upon reasonable terms as to payments with the Administrations of other Railways or Railways having junctions with the Company's system for allowing the use of the Railway or any parts of the Railway respedtively worked by them, such Railways being

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of the same gauge for the passage of one anothers -- engines and trains."

We require running powers over different sections of the Mysore-Harihar line as it is the intention to work ourselves the Mysore-Arsikere and other lines under construction or to be constructed and this clause -- gives us the right ~~will~~ to ask for such powers.

xxvi Clause 27 of Supplemental Agreement.

Right to require use of rolling stock and junction station arrangements.

"The Secretary of State may require the Madras and Southern Mahratta Railway to enter into agreements with other Railways

(b) for the supply to one another of any rolling Stock which shall not be required for their purposes respectively.

(c) for the interchange of traffic and rolling stock and the settlement and apportionment of through rates and charges for interchanged traffic.

(d) for additions/or alterations to or for the redistribution of existing accommodation in junctions or other stations and their applicances in view to -- their convenient use for the accommodation of one --- another's traffic, rolling stock or working staff."

In view of the junction of the Mysore-Arsikere Meter gauge line with the Mysore-Harihar line at Arsikere and Mysore, the powers reserved under Clauses (b) and (c) will be useful. The lines under construction or contemplation effect junctions with the Mysore-Harihar line at several stations and Clause (c) gives us the right to ask for junction arrangements

xxvii Clause 61.

"The Secretary of State may appoint such person or persons as he may think proper with such powers as

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Right of the Secretary of State to appoint persons to exercise powers reserved to him under the contract.

he may consider necessary or expedient and the Company shall afford every person so appointed all reasonable facilities for

(1) inspection of the Mysore-Harihar Railway
(2) - do - works to be executed by the Company
(3) - do - of stations and other works, rolling stock, plant, machinery and Stores belonging to the Mysore-Harihar Railway.
(4) - do - of Electric Telegraphs and telegraphs appliances
& (5) audit of the accounts of the Company."

Expept (4) the other matters concern the Mysore -- Government both as Government and as the proprietor of the line and all these powers should be exercised by our officers of the Railway and Accounts Departments.

xxviii Clause 62.

Free access to all books, accounts, papers & documents.

"The Secretary of State or any person or persons appointed by him shall have free access to all the -- books, accounts, papers and documents of the Company with power to call for and make copies of or extracts from the same."

This clause gives the Mysore Government the - right to refer to all the accounts and all the papers relating to the transactions of their line and an -- active use of it should prove very useful in safeguarding the interests of the line. In the course of periodical inspections of the accounts of the Mysore-Harihar Railway in the Company's Head Office at Madras and at the stations on the line and the Engineer's Offices, the relevant records have to be consulted for understanding the transactions and for seeing that the interests of the line are receiving proper attention at the hands of the Company.

xxix Clause 64.

Power to require returns and statistics.

"The Company shall from time to time make such returns and furnish such statistics in such form and under such heads and divisions and with such details as

the

the Secretary of State may from time to time require. The cost of preparing such returns and statistics and incidental thereto shall be treated as part of the -- Working expenses of the undertaking."

This clause gives us a general right to call for any return ot statistics we may require without giving rise to any claim for the cost of preparing such returns and statistics being required to be borne by us alone. The Company have sometimes declined to give us particulars of the working of our line which we wanted and have even stated that the cost of the establishment engaged in collecting the particulars required -- should be paid by ~~t~~ us when such cost should under -- this clause be part of combined account of Revenue Expenditure. The position has to be made clear to the Company.

Power to terminate agreement.

~~6~~ 5. "The rights reserved under the Kolar Gold -- Fields State Railway working Agreement dated the 1st July 1902 are the following:-

i Clause 3.

"This agreement shall be considered to be in force from the 1st January 1901 subject to 6 months notice which may be given by the Government or the Company."

Under Clause 6 of the Supplemental Agreement dated the 26th June 1908 with the new Madras and Southern Mahratta Railway Company, the Kolar Gold Fields Railway shall be worked upon the terms of the contract subsisting with respect thereto on the 31st December 1907. The Supplemental contract has not altered Clause 3 of the original agreement dated the 1st July 1902 and under this latter Clause it is open to the Government to take back the Kolar Gold Fields Railway to be worked by themselves ~~ag~~ after giving 6 months notice to the Company.

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ii Clause 5.

Right of sanctioning New Works.

"The Company shall execute such New Works as may be necessary after having first obtained the sanction of the Government for so doing."

Our consent is now being taken for New Capital Works and the right reserved under this Clause is therefore being exercised.

iii Clause 6(e)

Travelling Crane to be supplied by the Company.

"A suitable travelling crane shall be provided by the Company all cranage charges being credited to -- the Company."

Though this clause requires a crane to be supplied by the Company our account show that we have ourselves furnished four cranes. The cranage charges should -- therefore be credited in full to our account. This -- point can only be verified by examination of the books and accounts at Madras and at stations on the line.

iv Clause 7(a) and (b)

Responsibility of the Company for accidents etc.

(a) "The Company is to be responsible for all accidents, losses or damages to the public, to the traffic to the Company, to the Way or Works on the Kolar Gold Fields Railway" excepting the cases in which the Government is responsible.

(b) "The Company shall be solely responsible for accidents or damages caused on its own Railway and the cost of such accidents or damages shall be eliminated from the Company's Revenue Account before the Company's percentage of expenses is arrived at."

It is necessary to see if the cost of accidents and the losses for which the Company is responsible is not charged to the Kolar Gold Fields Railway Account and this point can be verified only in the course of an examination at Madras of the detailed accounts relating to expenditure.

v Clause 9.

Right to be consulted regarding timings of trains, their speed etc

The Company shall consider any suggestions or recommendations of the Government regarding timings of trains, their speed and accommodation to be provided etc.,

There should be a regular arrangement for our -- being consulted in these matters. It is not known if the Company is now conforming to the condition of this clause.

vi Clause 10.(b)

Right to be consulted in regard to Joint Station Works.

"All New Works and additions and alterations in connection with Joint Station Works at Bowringpet shall be executed by the Company upon plans and estimates -- which shall be agreed to by the Government before the works are commenced."

We are being consulted about these works.

vii Clause 10 (d)

Right to be consulted about Works chargeable to Revenue.

"The Company shall execute all such additions and alterations and Minor New Works charge~~age~~able to Revenue -- upon plans and estimates which shall be agreed to by -- the Government before the works are commenced."

The cost of New Minor Works does not form part of the combined Revenue Expenditure and is debited to our account in full. We are being consulted whenever such works are proposed but whether plans and estimates are submitted for approval is not known to this office. As for other additions and alterations chargeable to --- Revenue, we are consulted only when they relate to -- mixed works partly chargeable to Capital and partly to Revenue. If they are wholly chargeable to Revenue -- their cost is part of the combined revenue expenditure, which is borne in the ratio of gross earnings. Under this clause we have to be consulted about these works also and it is not known if such cases are being referred

referred to us.

viii Clause.

"Four-fifths of the annual rent on cost of the Joint Station shall be paid by the two Railways in proportion to the weight of traffic, interchanged and local of each Railway using the Joint Station".

We are not now furnished with details of weight of traffic on which the rent is apportioned between the two parties. It is necessary to ask for details of calculation fixing our share of the rent charge and verify them by reference to books at the Bowringpet Station.

ix Clause 14(c).

Half yearly accounts to be furnished by the Company.

"A full statement of account shall be furnished by the Company to the Government half yearly."

This account is being received.

x Clause 14(d).

Weekly statemant of traffic earnings to be furnished by the Company.

"The Company shall also furnish weekly a statement of traffic earnings of the Railway."

This statement is being received.

xi Clause 18.

Right of Inspection of line.

"The Government Engineer shalll at all times be empowered to enter on and inspect the Railway."

A periodica~~tion~~l inspection, say once a year, of the line by an officer of the Railway Department is -- necessary. It is not known if the inspection required under this clause has ever been made.

xii Clause 19.

Right of inspection of books, accounts and papers.

"Any person appointed by Government shall have free access to all the books, accounts, papers and documents of the Company relating to the Railway, with -- power to call for or to make copies or extracts from -- the same."

This right has not so far been exercised. Vide para 3 supra.

~~7.~~ 6 The powers reserved to Government in the agreements relating to the Nanjungud, Hindupur and Shimoga Railways are the same and they are the following:-

i Clause 2.

Right to terminate agreement.

"This agreement shall be terminable on the 1st day of January or the 1st day of July in any year on 12 (6) months notice being given by either party."

The Supplemental Agreement dated the 26th June 1908 has not altered the provision of this clause and it is therefore open to the Government to take back -- these lines to be worked by themselves after giving the required notice which in the case of the Hindupur and Shimoga Railways is one of 12 months and in that of the Nanjungud one of 6 months.

ii Clause 4.

Inventory to be furnished by Company.

"An inventory of the Railway and of the works, plant, and machinery connected therewith as well as any supplements to such inventory as may from time to time be necessary shall be made signed and delivered by the Company to the Government."

No such original inventory appears to be forthcoming in this office nor is any addition to that inventory being received. It is not known if the original inventory is in the Railway Secretariat and if that office is being supplied by the Company with lists of additions made from time to time. It is necessary to maintain a complete inventory of the whole property -- originally transferred and subsequently added to the -- list.

iii Clause 5.

List of Stores transferred.

"The Company shall make up and deliver to the Government an account of all Stores delivered to them and of the value of such Stores."

Lists of Stores belonging to the three Railways

are

It is not known if such inspection have ever been made. The works referred to are paid for by us and they are our property. Supervision over their construction is desirable and it is necessary to make the inspections for which provision is made in this clause.

Liability for new Minor Works.

ix Clause 18 of the Hindupur agreement does not provide for treating the cost of new Minor Works chargeable to Revenue as the exclusive liability of the respective Railways and this is probably an omission due to oversight. The corresponding Clauses (No.17) of the Nanjungud and Shimoga Railways definitely mention that the cost of New Minor Works should be excluded from the Combined Revenue Expenditure distributed among Railways in the ratio of their gross earnings and that the working expenses of any Railway consists of such share of the combined charge plus the cost of New Minor Works of the Railway concerned.

x Clause.

Contribution Provident Fund.

The provision for making a contribution of 1 per cent of net earnings to the Provident Fund appears only in the Hindupur Railway Agreement. Vide Clause 20 and not in the Shimoga and Nanjungud Railway Agreements. In the accounts of these lines, we receive from the Company this item is not separately traceable. It is necessary to refer to the Company's accounts at Madras if the Shimoga Nanjungud lines pay any contribution to the Fund and if so on what authority.

xi Clause.

Rates and Fares.

"The rates and fares charged for the conveyance of goods, coaching and passenger traffic on and over the -- Hindupur Shimoga and Nanjungud Railways shall be subject to the general provisions of the original contract dated the 31st August 1887."

The remarks made in para 4(ix) supra apply in the case of these Railways also.

xii Clause.

Earnings to be credited under the rule of -- shortest route.

"The Company may book and carry all traffic by any route at its discretion; provided that when the -- Hindupur, Shimoga and Nanjungud Railways form part of -- the shortest route these lines shall be credited with the earnings as if the the traffic had been carried by the shortest route of which these Railways formed a part."

It is only by an examination of invoices and way bills and of the books and accounts at Madras and at -- stations that it is possible to see if the condition of this clause is being complied with.

xiii Clause.

Undue preference and special service.

The provisions in the agreements of these three Railways in regard to undue preference not being shown by the Company and the services to be rendered to the Government are the same as those made in the Main Line Agreement and the same remarks as are made in para 4 supra apply in the case of these Railways also.

(Intd.) M. N. K.

CV

G. R. S. 26] 1st Rly Finance &

SUBJECT

Diary No. of letter replied to

Section G F
File No. 58-17.
Serial No. 1.

General and Revenue Secretariat
( ).
, the 191 .

No. H 4406
d/ 19 Feby/18

Date of issue 19-2-18

Signed by W Sreenivasa Iyengar

To
The Secy: to Govt:
for Railways

Sir,

I am directed to
With ~~invite~~ reference to
Your Un: off: No: 314 D/30-1-18
re Railway Finance
and Construction &
Development ~~and~~

Stating that a list of subjects has been prepared & placed before the Committee for discussion I am desired

to request you to be
so good as to favour
this office with a

over.

W.S.I.
19/2

cy of the further

~~list of Railway Subjects~~

~~prepared and placed~~

~~before the Railway~~

~~Committee for discussion~~

~~and a printed copy~~

~~of Railway Contracts~~

I have

&c

For Finl Secy

Wr

5-2-18

List of enclosures.

Copied by

Examined by

GF-58-17-2(1) 25-28(1)

WD A0271—GPB—3,000—27-9-17

II W

Ry. 3] 28 MAR 19

No. R82904 N encl

Fl. No G.124

MYSORE STATE RAILWAYS,
CENTRAL OFFICE,
Bangalore, 23rd March 1918.

26/W

12329

From

THE SECRETARY TO THE GOVERNMENT OF MYSORE FOR RAILWAYS,
BANGALORE.

To

The Secretary to the Government of Mysore,
Financial Department.

SUBJECT:- List of subjects placed before the Railway Committee for discussion.

Sir,

With reference to your letter No.F1.4406/G.F.58-17-1 dated 19t February 1918, I have the honour to forward herewith a list of subjects placed before the Railway Committee for discussion together with the resolutions arrived at noted against such of them as have been discussed b them. The other subjects will receive consideration in due course.

I have the honour to be,
Sir,
Your most obedient servant,

For Ag. Secretary for Railways
Government of Mysore.

ALM.

25/3/18

List of subjects placed before the Railway Committee for discussio

Sl. No.	Subject.	Resolution.
1.	Whether the value of land made over to the late Madras Railway Company free of cost under the terms of its contract with the Secretary of State for India should not be paid to the Durbar under conditions of the Supplemental Contract.	The subject was discussed at the meeting held on the 21st August 1916 and resolved that the matter may be dropped.
2.	Rent recovered from private occupants of land leased to the late Madras Railway within the State for installation of Oil Depots is creditable to the Durbar.	Discussed on 28th Feby. 1918 and resolved that no strong case has been made out for crediting to the Durbar the rent recovered from private occupants of land lease to the late Madras Railway Company.
3.	Whether rent paid by the occupants of quarters included in the Joint Station Works at Bowringpet should not be credited to the Joint Station.	As resolved at the meeting of the 20-7-1917 the Agent, M. & S.M.Ry. was addressed in the matter and is under correspondence.
4.	Method of apportionment of mileage and demurrage charges on Foreign Stock between the Company's lines and the Mysore State Railways, the existing method being unfair to the Mysore Durbar.	Subject yet to be discussed.
5.	As payment of hire on account of rolling stock for the Branch Lines means provision of the requisite stock for working them, the Branch Lines are entitled to a share of receipts on account of hire of Locomotives, mileage and demurrage of vehicles and hire of vehicles.	do.
6.	Is it right to make the Branch Lines pay for repairs and renewals of Rolling Stock in addition to paying 5 per cent on account of Rolling Stock.	do.
7.	The present method of accounting of freight on account of carriage of Revenue Stores in the half yearly accounts of the Company with respect to the Mysore State Railway is not fair.	do.
8.	Whether the Durbar is not entitled to a share of commission received by the Company for services rendered by it in purchasing materials for other Railways.	The question was discussed at the meeting held on 4-12-16 and resolved that the matter may lie over for the present.

Sl. No.	Subject.	Resolution.
9.	The present division of Metre Gauge Joint Stores between the Durbar and the M. & S.M.Ry.Co., is not fair, as it makes the Durbar liable for a large share than what is reasonable.	Discussed on 4th December 1916 and 19th February 1917 and resolved that the matter may lie over for the present
10.	Exercise by the Durbar of their rights to inspect stations and departmental accounts of branch lines worked by the Company reserved under the Branch Line agreements.	Consideration of this subject is held under abeyance.
11.	Method of assessing the shares of the Company and the Durbar of additional Rolling Stock purchased in the aggregate for the entire metre gauge system.	Discussed on 28th February 1918 and resolved that the Comptroller may be requeste to work out the results in regard to the last 5 cases as if the entire stock had been pooled.
12.	Extension to the prejudice of the interests of the Durbar of the period of termination of original contract dated the 31st August 1889 on the 30th June 1932 by 5½ years to 31st December 1917.	To be discussed at the meeting on 25th March 1918.
13.	Payment of hire of rolling stock for Branch Lines and also a share, of surplus profits is unfair.	do.
14.	Receipts of the nature of refund of expenditure should go to reduce the combined pooled expenditure and not be appropriated by the Company as its earnings.	do.
15.	Whether the renewals of Rolling Stock of the Durbar has in the past received at the hands of the Company the same care and attention as that of the Company.	Question not yet taken up for discussion.

For Ag. Secretary for Railways,
Government of Mysore.

ALM.

26/3/18

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Ry. 3]

MYSORE STATE RAILWAYS,

CENTRAL OFFICE,

No. 2541

Encs. 8

~~Bangalore~~ 14th March 1919.

17

GEN. & REV. SEC.

Fin. Secty

18 MAR 1919

From D. G. DANI, ESQ., B.SC., F.C.H.,

SECRETARY TO THE GOVERNMENT OF MYSORE FOR RAILWAYS,

Mysore ~~BANGALORE~~.

63660

To

The Financial Secretary to the

Govt. of His Highness the Maharaja of Mysore,

Bangalore.

Sir,

Railway Finance and Development.

With reference to the enquiry contained in your letter without number and date ~~but~~ received in this office on the 18th November 1918, I have the honour to forward herewith the marginally noted statement containing brief notes under each item showing how the matters stand to end of quarter ending 31st December 1918.

1. Statement showing the progress made on various surveys.
11. do lines under construction and proposed to be constructed as per revised programme.
111. do lines opened and worked by the State.
1V. do do but worked by the M.& S.M.Ry.Co.
V. do Comptroller's remaining subjects placed before the Railway Committee for discussion.
V1. do Railway Administration and working of Open Lines.
V11. do Railway Finance and Constn.
V111. do Relation with Dist, Boards Companies etc.,

I have the honour to be,

Sir,

Your most obedient servant,

for Secretary for Railways,

Government of Mysore.

14/3/19

CSS.

Statement No. 1

Statement showing the progress made on various surveys up to 31st December 1918.

No.	Names of lines.	Length miles.	Progress made.
	METRE GAUGE LINES		
1.	Shimoga-Bhatkal Railway	114	The realignments ordered are nearly
	(1) Pleatu section..	26	completed.
	(2) Ghaut section. (Nos. 1 & 2 alternative alignments)	16	4 miles of re-survey in each section has been done after much trial work.
	(3) Below ghaut section	12	Project ready for submission and will be included in the 3rd stage viz., Sagar Bhatkal Section.
2.	Arasalu Thirthahally Ry.	30	6 miles of the detailed survey of the realignment in miles 17-25 has been done.
3.	Tumkur-Sira-Chitaldrug Ry.	87	Realignment between Bellavi and Kuntagonahalli is in progress and that Tumkur and Hunjanal is nearing completion.
4.	Nanjangud Kakankote Ry.	46	18 miles survey of alternative alignment between Hulhalli and Manchegowdanahalli has been completed satisfactorily.
5.	Mysore Section of the Nanjangud Erode Ry.		Project prepared by the South Indian Railway is under revision.
	METRE OR 2'-6" GAUGE.		
6.	Kadur Chickmagalur Ry	37	Project is ready.
7.	Chickmagalur-Mudigere-Koppa-Sira Railway. 2' gauge Railway	25	Sanction of Government awaited for detailed survey..
8.	Kolar Mulbagal Railway	22	Preliminary & Traffic survey completed
9.	Forest Tramways:-		
	(1) Hebbe Muthodi	21	Project completed and received.
	(2) Benkipur Kollapur	16	
10.	Branch Portable Tramways;-		Survey for the 3rd is in progress and that for the other two will be started.
	(1) Jagar valley branch		
	(2) Sukulhatti		
	(3) Umbalebail.		
11.	Banasandra-Oblapur in Connection with Iron schemes	13	Detailed survey is completed.

Statement II.

Statement showing lines under construction and proposed to be constructed as per revised programme sanctioned in G. No.R.S.2945-50/Ry.F.420-17-18 dated 30th March 1918.

Sl. No.	Name of line.	Gauge.	Length Miles.	Amount of estimate.	Remarks.
				Rs.	
	I. Lines under Construction.				
1.	Chickjajur-Chitaldrug Ry.	Metre	21.07	8,54,082	The construction of the line was started on 1-10-17.
2.	Thadasa-Hebbe Tramway.	2'-6"	10.00	2,50,000	The construction of this line was started on 1st November 1917.
3.	Kemmangundi-Benkipur Tramway.	2'-0"	22.96	5,31,113	Sanction of the Government of India to the construction of these Tramways was received and arrangements were made for their construction.
4.	Agasanhadlu-Benkipur Tramway	2'-0"	24.74	5,20,822	
5.	Shimoga-Arasalu Railway.	Metre	26.80	18,22,410	Sanction of the Govt. of India was received to its construction and construction work was started e from February 1919.
	II. Project submitted to the Govt. of India but construction not yet undertaken.				
1.	Bangalore-Hosur Railway.	2'-6	30.69	12,93,889	Of this, 25.83 miles lie in Mysore territory and 4.86 in the Hosur Taluq of the Madras Presidency. The cost of the Mysore and Madras sections is Rs.10,88,735 and 1,83,644 respectively. The project was submitted to the Govt. of India for sanction on 10-7-1914 and the sanction depends upon the settlement of the question of the principles to be followed in imposing terms for the construction of the short circuiting lines. The Residency have been reminded again.
	III. Lines proposed to be constructed during the period ending 1919-20.				
1.	Shimoga-Bhatkal Railway.- i. Arasalu to Sagar and on to Talaguppe. ii. Talaguppe to Ghat Head. iii. Ghat Portion (investigation of alternative lines) iv. Below Ghat to Bhatkal.				Surveys for these lines were completed and project estimates are being prepared.
2.	Arasalu to Tirthahalli.				See statement I (item 2).
3.	Tumkur-Sira-Chitaldrug.				do. " 3.
4.	Hebbe-Muthodi Tramway.				Project nearly ready.
5.	Benkipur-Jolhal Tramway.				

Secretary for Railways.

ALM%

Statement No. III.

Statement showing the lines opened and worked by the State.

No.	Name of line.	Gauge.	Length	Capital outlay to end of Sep. 18.	Remarks.
1.	Kolar District Railways.	2'-6"	63.98	19,20,649	This is a District Board Railway constructed and worked for them by the State. Half the cost of constructing the line is to be contributed by Government and the other half by the District Board. The Bowringpet Kolar Railway was opened for traffic on 15-12-13 the station between Kolar and Chintamani from 6-3-16 and that from Chintamani to Chickballapur from ~~Sp~~ 8-11-16.
2.	Bangalore Chickballapur Light Railway.	-do-	38.95	11,51,527	This Railway was started by private enterprise under a guarantee from the Government under 4 p.c. per annum on the capital subscribed by the Company. As the entire capital was not able to be collected by the Company the Government undertook to advance the balance of capital as joint owners of the Railway and gave the Company the option of paying back the amount later on. The section between Yelhanka and Devanhalli was opened for traffic on 6-4-15 while that between DEvanhalli and Chickballapur on 1-8-15. The section between Yelhanka and Yeswantapur from 1-2-17and that from Yeswantapur to Bangalore on 1-1-1918.
3.	Mysore Arsikere Railway.	Metre.	102.95	81,02,606	The line is owned and financed by Government and is worked by the State. It was opened for goods traffic on 1-9-17 and for passenger traffic on 3-1-18
4.	Tarikere Narasimharajapura Tramway.	2'-0"	26.60	4,92,842	This is financed and worked by the State. The section between Tarikere and Lakvalli was opened for traffic from 22-5-15 and that between Lakvalli and Narasimharajapura from 15-5-17.

A.S.

Secretary for Railways.

Statement No. IV.

Statement showing the lines opened by the State but worked by the Madras and Southern Mahratta Railway Company.

No.	Name of Railway.	Gauge.	Length Miles.	Capital outlay to end of September 1918.	Remarks.
				Rs.	
1.	Mysore-Harihar line.	Metre	296.28	1,92,08,823	The different sections of the line were opened for traffic as under:- (a) Mysore to Mandaya (27.97 miles) on 25-2-82. (b) Mandaya to Chennapatna (23.31 miles) on 20-3-81. (c) Chennapatna to Bangalore City (34.75 miles) on 1-2-81. (d) Bangalore to Tumkur (43 miles) on 11-8-84. (e) Tumkur to Gubbi (11 miles) on 26-12-84. (f) Gubbi to Birur (76.57 miles) on 12-8-89. (g) Birur to Harihar (79.68 miles) on 21-2-89.
2.	Mysore-Nanjangud Ry.	do.	15.80	6,61,332	(a) Nanjangud to Nanjangud Town (.76 miles) on 12-7-99. (b) Mysore to Nanjangud (15.04 miles) on 1-12-91.
3.	Bangalore-Hindupur Ry.	do.	51.35	25,26,213	(a) Yeswanthapur to Dodballapur (19.93 miles) on 15-12-92. (b) Dodballapur to Mysore frontier (31.42 miles) on 17-9-93.
4.	Birur-Shimoga Railway.	do.	37.92	24,38,468	This line was completely opened on 1st December 1899.
5.	Kolar Gold Fields Ry.	Broad	9.88	12,13,107	do. do. 1st June 1894.

Secretary for Railways,
Government of Mysore.

ALM.

Statement V.

List of Comptroller's ~~xx~~ remaining subjects placed before the Railway Committee up to 30-9-18 for discussion with the Resolutions arrived at thereon.

Sl. No.	Subject.	Resolution.
1.	Method of apportionment of mileage and demurrage charges on foreign stock between the Company's lines and the M.S.Rys., the existing method being unfair to the Durbar.	This subject was discussed at the meeting held on 11th September 1918 and resolved that ~~in the opinion of the Committee~~ the contention of the Comptroller is correct and the matter should be taken up with the Railway Board (G.O.I.)
2.	The present method of accounting of freight on account of carriage of revenue stores in the half yearly accounts of the Company with respect to the Mysore State Railway is not fair.	This wasdiscussed on the same date and resolved that the matter may be taken up with the Madras and Southern -- Mahratta Railway Co.
3.	Whether the renewals of the Rolling Stock of the Durbar has in the past received at the hands of the Company the same care and attention as that of the Company.	This was also discussed on the the said date and resolved that the question may be taken up for consideration after the transfer of Rolling Stock for the working of the Bangalore Mysore section is effected.

Secretary for Railways,
Government of Mysore.

11/3

Statement NO.V1.

Railway Administration and working of Open Lines.

No.	Subject.	Present stage.
1.	Resumption of branch lines.	In Durbar's letter No.3618 of 17th May 18 the Residency were addressed to arrange for the retransfer of the working of the Birur-Shimoga and Mysore-Nanjangud -- branch lines, as also the section from Bangalore to Mysore from 1st January 19 In his D.O.letter No.6907 dated 3rd Oct. 1918, the First Assistant to the Hon'ble the Resident intimated that as the M.& S.M.Railway Co., is an English domiciled Company, notices will have to be served on the Company in England and that they would accordingly be forwarded to the Secretary of State who would be addressed by the Govt.of India on the general question of the retrocession of the branch lines. In order, however, to expedite matters copies of the notices would be sent to the Company's Agent in India and the Agent asked to get into communication ~~(with) the~~ with the Durbar's officials in regard to the question of transfer of Rolling Stock, Staff, &c., No further communication was received on the subject and the Residency have again been addressed in Durbar's letter - No.1717 dated 13th December 1918 requesting a speedy settlement of the question.
2.	Revised draft Agreement for construction and working of the Bangalore-Chickballapur Light Railway.	The agreement was sent to the Chairman, B.C.L.Railway for execution on 24-1-19 The Chairman in his letter No.735 dated 11-2-1919 has informed that the agreement will be considered at a special meeting of the Board early and the decision communicated.
3.	do do of the Kolar District Railway.	This is under consideration in the Railway Committee.

Secretary for Railways,
Government of Mysore.

13/3

Statement VII.

Railway Finance and Construction.

No.	Subject.	Present stage.
1.	Construction of Nanjangud Erode Railway.	In May 1918, the REsidency intimated to the Durbar that the G.O.I. are willing that the Durbar should, if they so desire, begin the construction of the line from Nanjangud southwards which will open up their own territory and serve as a part of through connection if that is eventually made, although the G.O.I. were unable to hold out any xxxxxxxxx assurance that the construction of the line would be in the public interests in the present circumstances &c. After due consideration, it has been decided by the Mysore Government on 8th December 1918 that the construction of the Mysore portion of the Railway may be taken up revising the estimate prepared by the South Indian Railway Company sometime ago to suit our present market rate &c., This is now in hand. The revised estimate is expected to be ready for submission to Government for sanction before end of March 1919.
2.	Financing the MYsore Coorg Line.	Project is in final form for orders.
3.	Bangalore Hosur Railway.	This is still pending with the Government of India.
4.	Nanjangud Kakankote Railway.	Government have since sanctioned the revised estimates for the resurvey of the realignment demanded by the Forest Department between Hulhalli and Munchegowdanahalli.
5.	Chickjajur Chitaldrug Railway.	The line is under construction.
6.	Kadur Chickmagalur.	Project under preparation according to the realignment ordered by Govt.
7.	Arasalu Thirthahalli Railway.	Project under preparation.

A:S.

Secretary for Railways.

Relation with District Board Companies, &c,m who are proprietors wholly or in part of lines worked by the State.

No.	Name of Railway.	Amount of Capital cost to end of 30-9-18	Amount subscribed by - Govt.to end of 30-9-18.	Amount subscribed by District Board or private Co. to end of 30-9-18.	Terms and conditions of working.
1.	B.C.Light Railway	1151527	465130	686397	The terms and conditions of working these Railways are embodied in the drafts of agreements to be concluded with the Kolar Dist.Board & Bangalore Chickballapur Light Railway Co.
2.	Kolar Dist.Railway	1920649	960324	960325	

Secretary for Railways,
Government of Mysore.

RAILWAY FINANCE AND CONSTRUCTION.

No.	Subject.	Present stage.	Remarks.
1.	Construction of the Nanjangud-Erode line.	The Residency, in their letter No.3857 dated the 31st May 1918, stated that the Government of India after further careful consideration of the question of constructing the Nanjangud-Erode Railway regret that they are unable to hold that the construction of the line would be in the public interest in present circumstances and further said that (1) the return would be small, (2) that the Madras Government have asked to be given an opportunity to consider the proposal after the war, (3) that Coimbatore District Board would probably desire to make the section from Erode to Satyamangalam and (4) that for the above reasons they cannot grant permission to construct and work the line. They are, however, willing that the Durbar should, if they so desire, begin the construction of the line from Nanjangud southwards, which will open their own territory and serve as part of the through connection if that be eventually made.	(8) what is the action taken further
2.	Financing the Mysore-Coorg line.	The project is under revision.	
3.	Bangalore-Hosur line.	The question of the principles to be followed in imposing terms for the construction of the short-circuiting lines is still under consideration. The Residency in D.O. dated 8th July 1918 stated that it has been decided by the Government of India to refer the matter to the Secretary of State.	I D has been [illegible] recently [illegible] when [illegible] file 18/10/11
4.	Nanjangud-Kakankote Railway.	Government have recently ordered that an alternative survey should be carried out on the right bank of the river starting from Nanjangud and touching Sargur	
5.	Chickjajur-Chitaldrug Railway.	Government have, in their order No.R.S.778-82/Ry.F.88G-17-18 dated the 5th September 1917, sanctioned the contribution by them of half the capital cost of the Railway, the other half being subscribed by the District Board. The line is now under construction.	

No.	Subject.	Present stage.	Remarks.
6.	Kadur or Birur-Chickmagalur.	Government have ordered that the Chickmagalur-Kadur or Birur line should be further discussed particularly the financial aspects of it, and that the project already prepared should be revised. Nine miles of survey completed.	
7.	Arasalu-Tirthahalli Railway.	Field work is nearing completion.	
8.	Tumkur-Sira-Hiriyur-Chitaldrug.	Field work is completed.	
9.	Bangalore-Kunigal Steam Tramway.	Government have in their order No.R.S.3954-60/Ry.F.G.148-16-17 dated 28-6-17, directed that the concessions given to the said Company be withdrawn.	
10.	Shimoga-Bhatkal.	Field work completed, project is under preparation.	
11.	Electrification of Railways.	As resolved at the meeting of the Railway Committee held on the 25th January 1918, the Chief Electrical Engineer who was asked to expedite his report on the subject states that on account of the very high cost and difficulty in getting materials, it is not possible at present to frame up a definite or even approximate estimate.	
12.	Railway jurisdiction in Mysore.	In letter No.3873 dated 6th June 1918, the Residency were addressed to move the Government of India for the retrocession of the jurisdiction over Bangalore-Harihar and Yeswanthapur-Hindupur of the M.S.Ry. and Bangalore-Kamasandra of the M. & S.M.Ry. section which now vests with them.	Further steps
13.	Srinivasapur-Madanapalli and Kolar-Mulbagal Light Railways.	Government in their order No.R.S.1528-34/Ry.F.273 G-17-18 dated 26th November 1917 directed that the Kolar-Mulbagal Ry. line should be included in the triennial programme under preliminary survey for the year 1917-18, the consideration of the Srinivaspur-Madanapalli line being deferred for the present. Accordingly the reconnaissance and traffic surveys for the whole line have been done.	

22

(15)

STATEMENT I.

Statement showing the progress made on the various Surveys.

Sl. No.	Name of line.	Length. Miles.	Progress made.
1.	Mysore-Coorg. (Metre).	30	Project is under revision.
2.	Forest Tramways (2'-0")		
	(a) Hebbe-Muthodi Section.	21	Field work is completed. Project is under preparation.
	(b) Kemmangundi-Benkipur...	24	Final alignment is now on hand.
	(c) Agasanhadlu-Benkipur...	22	
	(d) Benkipur-Kallapur...	18	Field work complete. Project is under preparation.
		85	
3.	Bhatkal Harbour.	--	This season's work is completed and there is one more season's work to be done.
4.	Shimoga-Bhatkal Railway (Metre)		
	(a) Plateau party..	26	Field work is completed.
	(b) Ghaut party..	32	This season's work is complete
	(c) Below Ghaut party.	12	Field work is completed. Project is under preparation.
		70	
5.	Kolar-Mulbagal Railway (2'-6").	22	Reconnaissance and traffic surveys of the whole line have been done. Detailed survey will be taken up shortly.
6.	Arasalu-Tirthahalli (Metre or 2'-6"). ...	24	Field work of the whole section is nearing completion.
7.	Sira Taluq boundary to Chitaldrug via Hiriyur. ... (Metre).	40	Field work is completed.
8.	Birur-Chickmagalur do.	37	Nine miles of survey completed
9.	Chickmagalur to Mudigere (Metre or 2'-6"). ...	25	Preliminary investigation completed. Report is awaited.
10.	Mudigere-Koppa (do.)	-	Part of preliminary investigation has been completed and the remaining work will be completed during the next season.

ALM.

STATEMENT NO. II.

Statement showing lines under construction and proposed to be constructed as per revised programme sanctioned in G.O. No. R.S. 2945-50/Ry. F. 42-G. 17-18 dated 30th March 1918.

Sl. No.	Name of line.	Gauge.	Length. Miles.	Amount of estimate.	Remarks.
				Rs.	
	A. Lines under construction.				
1.	Chickjajur-Chitaldrug. ...	Metre	21.07	8,54,082	The construction of line was started on 1-10-17.
2.	Tadasa-Hebbe Tramway. ...	2'-0"	10	2,50,000	do. do. 1-11-17.
	B. Projects submitted to the Govt. of India but construction not yet undertaken.				
1.	Shimoga-Arasalu. ...	Metre	26.8	18,22,410	The project was submitted to the Govt. of India on 11-10-1917.
2.	Kemmangundi-Benkipur ...	2'-0"	22.96	5,31,113	do. on 22nd March 1918.
3.	Agasanhadlu-Benkipur. ...	2'-0"	24.74	5,20,822	
4.	Bangalore-Hosur. ...	2'-6"	30.69	12,93,889	Of this, 25.83 miles lie in Mysore territory and 4.86 in the Hosur Taluq of the Madras Presidency. The cost of the Mysore and Madras sections is Rs. 10,88,785 and 1,83,644 respectively. The project was submitted to the Govt. of India for sanction on 10-7-14 and the sanction depends upon the settlement of the question of the principles to be followed in imposing terms for the construction of the short circuiting lines.
	C. Lines proposed to be constructed during the period ending 1919-20.				
1.	Mysore-Coorg.				See statement I item (1).
2.	Nanjangud-Chamrajnagar.				This is part of Erode-Nanjangud line. Govt. of India has no objection to construct the portion lying in Mysore territory.
3.	Tumkur-Sira-Hiriyur-Chitaldrug.	Project estimates are not yet received for these lines.			See statement I item (7)
4.	Hebbe-Muthodi.				do. item 2 (a)
5.	Nanjangud-Chamarajnagar-Erode.				" item (2) above.
6.	Narasimharajapura-Koppa-Sringeri.				
7.	Shimoga-Bhatkal.				See statement I item (4)

ALM.

STATEMENT No. III.

Statement showing the lines opened and worked by the State.

No.	Name of line.	Gauge.	Length. Miles.	Capital outlay.	Remarks.
				Rs.	
1.	Kolar District Railways.	2'-6"	63.98	18,74,476 (to end of 30-9-1917)	This is a District Board Railway constructed and worked for them by the State. Half the cost of constructing the line to be contributed by Government and the other half by the District Board. The Bowringpet-Kolar Ry. was opened for traffic on 15-12-1913, the section between Kolar and Chintamani from 6-3-16 and that from Chintamani to Chikballapur from 8-11-16.
2.	Bangalore-Chikballapur Light Ry.	2'-6"	38.95	11,46,311 (do.)	This is the property of the Bangalore Chikballapur Light Railway Company. As the amount collected by the Company was insufficient to construct the line, the construction was undertaken by the State. The section between Yelahanka and Devanhalli was opened for traffic on 6-4-15 while that between Devanhalli and Chikballapur on 1-8-1915. The section between Yelahanka and Yeswantpur from 1-2-17 and that from Yeswantpur to Bangalore on 1-1-18.
3.	Mysore-Arsikere Railway.	Metre	102.95	82,72,729 (do.)	This line was constructed from State funds and was opened for Goods traffic on 1-9-17 and for passenger traffic on 3-1-1918.
4.	Tarikere-Narasimharajapura Tramway.	2'-0"	26.60	4,85,138 (do.)	The Tramway was constructed from State Funds. The section between Tarikere and Lakvalli was opened for traffic from 22-5-15 and that between Lakvalli and Narasimharajapura from 15-5-1917.

ALM.

RAILWAY ADMINISTRATION AND WORKING OF OPEN LINES.

No.	Subject.	Present stage.	Remarks.
1.	Resumption of Branch Lines.	In Residency letter No.2558 dated 8th April 1918, it is stated that the Government of India are disposed to agree to the resumption by the Durbar of the Mysore-Nanjangud and the Birur-Shimoga Branch lines, as also to the transfer of the Bangalore-Mysore section of Mysore-Harihar main line on condition that the management of the Hindupur-Yeswanthapur and Kolar Gold Fields Railway would be left in the hands of the M. & S.M.Ry. Co., until the expiry of the period of contract, i.e., 31st December 1937. The Residency were replied that the Durbar agree to leave the working of the Hindupur-Yeswanthapur and K.G.F.Railways with the M. & S.M.Ry.Co., till the expiry of the Supplemental Contract, i.e., till the 31st December 1937 and the notices for service on the M. & S.M.Ry.Co., were also sent for the resumption of Mysore-Nanjangud line 1-1-1919 and Birur-Shimoga line on 1-7-1919 with a special request to transfer the above lines and also Bangalore-Mysore section on 1st January 1919.	
2.	Revised draft agreement for construction and working of the B.C.L.Ry.	The final approval of Government to the draft of an agreement to be entered into between the Government and the Company was re-received. This was sent to the Government Advocate who has scrutinized the draft and put it in legal phraseology. This is now under resubmission to Government for their approval before execution.	
3.	Revised draft agreement for construction and working of the K.D.Light Railway.	Draft agreement as finally approved by Government was sent to the President, District Board, Kolar, to obtain the approval of the District Board et to it before its final execution.	

ALM.

5

STATEMENT IV.

Sl. No.	Name of Railway.	Gauge.	Length. Miles.	Capital outlay. Rs.	Remarks.
1.	Mysore-Harihar line.	Metre	296.28	1,90,96,830 (to end of 31-3-1918)	The different sections of this line were opened for traffic as follows:- Mysore to Mandaya (27.97 miles) on 25-2-82. Mandaya to Chennapatna (23.31 ") on 20-3-81. Chennapatna to Bangalore City (34.75 miles) on 1-2-81. Bangalore to Tumkur (43 miles) on 11-8-84. Tumkur to Gubbi (11) on 26-12-84. Gubbi to Birur (76.57) on 12-8-89. Birur to Harihar (79-68) on 21-2-89.
2.	Mysore-Nanjangud.	"	15.80	6,61,318 (do. do.)	Nanjangud Town to Nanjangud (.76 miles) on 12-7-99. Nanjangud to Mysore (15.04 miles) on 1-12-91.
3.	Bangalore-Hindupur.	"	51.35	25,26,152 (do.)	Yeswantapur to Dodballapur (19.93 miles) on 15-12-92. Dodballapur to Mysore frontier (31.42 miles) on 17-9-93.
4.	Birur-Shimoga.	"	37.92	24,38,116 (do.)	This line was completely opened on 1-12-99.
5.	Kolar Gold Fields Railway.	Broad	9.88	12,09,707 (to end of June 1917)	do. do. 1-6-94.

ALM.

5

Relation with District Board, Companies etc., who are proprietors wholly or in part of lines worked by the State.

Sl. No.	Name.	Amount of Capital cost.	Amount subscribed by Govt.	Amount subscribed by Dist. Board or private Companies.	Terms and conditions of working.
		Rs.	Rs.	Rs.	
1.	Bangalore-Chikballapur Light Railway.	11,58,428	4,72,299	6,86,129	The terms and conditions of working these Railways are embodied in the drafts of agreements to be concluded with the Kolar District Board and Bangalore-Chikballapur Light Railway Company, Ltd.
2.	Kolar District Railways.	18,74,504	9,37,252	9,37,252	

ALM.

4/9

28

List of subjects placed before the Railway Committee for discussion with the resolutions arrived at thereon.

Sl. No.	Subject.	Resolution.
1.	Whether the value of land made over to the late Madras Railway Company free of cost under the terms of its contract with the Secretary of State for India should not be paid to the Durbar under conditions of the Supplemental Contract.	This subject was discussed at the meeting held on the 21st August 1916 and resolved that the matter might be dropped. (1)
2.	Rent recovered from private occupants of land leased to the late Madras Railway within the State for installation of Oil Depots is creditable to the Durbar.	Discussed on 28th February 1918 and resolved that no strong case has been made out for crediting to the Durbar the rent recovered from private occupants for land leased to the late Madras Ry. Co. (2)
3.	Whether rent paid by the occupants of quarters included in the Joint Station Works at Bowringpet should not be credited to the Joint Station.	The Agent, M. & S.M.Ry.Co., was again addressed on the 11th May 1918 that the rent receipts -- should be credited to the Joint Station Account as the interest charges on capital Account are debited thereto.
4.	Method of apportionment of mileage and demurrage charges on Foreign stock between the Company's lines and the Mysore State Railways, the existing method being unfair to the Durbar.	This is yet to be discussed.
5.	As payment of hire on account of rolling stock for the Branch Lines means provision of the requisite stock for working them, the Branch Lines are entitled to a share of receipts on account of hire of Locomotives, mileage and demurrage of vehicles and hire of vehicles.	These two subjects were discussed at the meeting held on the 29th May 1918 and was resolved that the Comptroller may be requested to examine these two questions as they are mutually conflicting and favour the Committee with a report on the relative merits of the same.
6.	Is it right to make the Branch lines pay for repairs and renewals of rolling stock in addition to paying 5 p.c. on account of rolling stock..	
7.	The present method of accounting of freight on account of Carriage of Revenue Stores in the half-yearly accounts of the Company with respect to the Mysore State Railway is not fair.	This subject is yet to be discussed.
8.	Whether the Durbar is not entitled to a share of commission received by the Company for services rendered by it in purchasing -- materials for other Railways.	The question was discussed at the meeting held on 15-9-16 ? and resolved that the matter may lie over for the present. (3) Received 4 of [illegible]
9.	The present division of metre gauge Joint Stores between the Durbar and the M. & S.M.Ry.Co., is not fair, as it makes the Durbar liable for a large share than what is reasonable.	Discussed on 4th December 1916 and 19th February 1917 and resolved that the matter may lie over for the present.

Resdns VII + II

Sl. No.	Subject.	Resolution.
10.	Exercise by the Durbar of their rights to inspect stations and departmental accounts of branch lines worked by the Company reserved under the branch line agreements.	Consideration of this subject is held in abeyance. (5)
11.	Method of assessing the shares of the Company and the Durbar of additional rolling stock purchased in the aggregate for the entire metre gauge system.	Discussed on 28th February 1918 and resolved that the Comptroller may be requested to work out the results in regard to the last 5 cases as if the entire stock had been pooled.
12.	Extension to the prejudice of the interests of the Durbar of the period of termination of original contract dated the 31st August 1889 on the 30th June 1932 by 5½ years to 31st December 1937.	Discussed on 25th March 1918 and resolved that the question may be dropped. Hay P. (6) Resdn: I
13.	Payment of hire of rolling stock for branch lines and also a share of surplus profits is unfair.	do. do. and resolved that no action need be taken on the question at present. (7) Hay P- Resdn: II
14.	Receipts of the nature of refund of expenditure should go to reduce the combined pooled expenditure and not be appropriated by the Company as its earnings.	do. do. and resolved that the Comptroller may be requested to quote a few concrete instances and intimate the action taken by the Government Examiner on the cases brought to his notice.
15.	Whether the renewals of rolling stock of the Durbar has in the past received at the hands of the Company the same care and attention as that of the Co.	Question not yet taken up for discussion.

ALM.

D. 601 (1)

Ry. 3] Encls 8

67 58-17-6 WD A0271—GPB—3,000—27-9-17

MYSORE ~~STATE~~ RAILWAYS,
Mysore, CENTRAL OFFICE,
~~Bangalore~~, 16th August 1919..
19

No. 3/12

20 AUG 1919

From

D. G. DANI, ESQ., B.SC., F.C.H.,
THE SECRETARY TO THE GOVERNMET OF MYSORE FOR RAILWAYS,
Mysore.
~~BANGALORE.~~

5202

To

The Secretary to the Government of Mysore,
Financial Department.

Subject:- Finance and Developmen

Sir,

In continuation of this office No.2541 dated the 17th March 1919, I have the honour to forward herewith the marginally noted statements containing brief notes under each item showing how the matter stands to end of quarter ending 30th June 1919.

1. Statement of progress made on various Surveys.
II. do. lines under construction and proposed to be constructed as sanctioned programme.
III. do. lines opened and worked by the State.
IV. do. do. by the Madras and S.M.Ry.
V. do. questions referred by the Comptroller and discussed in the Railway Committee.
VI. Railway Administration and working of Open Lines.
VII. Railway Finance and Construction.
VIII. Relation with the District Boards, Companies etc.

I have the honour to be,
Sir,
Your most obedient servant,

D G Dani 17/8/19

Secretary for Railways,
Government of Mysore.

ALM.

STATEMENT I

Statement showing progress made on various surveys to end of 30th June 1919.

No.	Name of line.	Length	Progress made.
	Metre Gauge.		
1.	Shimoga Bhatkal Railway	114	The section from Shimoga to Arasalu is now under construction and the project for the line from Arasalu to Sagar is ready. The field work of the survey of the rest of the line has been completed and the drawings and reports are under preparation.
2.	Tumkur-Sira-Chitaldrug Railway.	87	Combined project for the line including the realignment between Tumkur and Hanjanal has been got up.
3.	Nanjangud-Kakankoti Railway.	46	Project got up was under scrutiny.
4.	Mysore section of the Nanjangud Erode Railway.	33·11	The project prepared by the S.I. Railway was revised and sanction of Government obtained thereto. The construction work will commence in November 1919.
5.	Kadur-Chickmagalur Railway.		Project got up for the line was under scrutiny.
	Forest Tramways.		
6.	(a) Hebbe-Muthodi.	21	Projects got up were under scrutiny.
	(b) Benkipur-Kollapur.	16	
	Branch Portable Tramways.		
7.	Jager valley branch	12	Investigation completed and projects were under preparation.
	Sukulhatti ...	16	
	Umbalebail. ...	26	
8.	Banasandra-Oblapura Railway line.	13	The survey having been completed, the estimate was under preparation.
9.	Bhatkal-Harbour.		The investigation was completed and the project prepared was submitted to Expert Harbour Engineer for scrutiny and report which is now awaited.

Statement No.II.

Statement showing lines under construction and proposed to be constructed.

No.	Name of line.	Gauge.	Length.	Amount of estimate.	Remarks.
A.	Lines under construction.				
1.	Chickjajur-Chitaldrug Railway.	Metre	20.09	17,15,853	The detailed estimate prepared after the commencement of work on 1-10-17 was ordered by Government to be scrutinized by Mr.G.Richard, Chief Engineer, Railway Board. He has opined that the estimate has been carefully prepared.
2.	Tadasa Hebbe Tramway.	2'-0"	9.58	2,79,192	The detailed estimate was sanctioned on 9-2-1919.
3.	Kemmangudi-Benkipur Tramway.	2'-0"	22.8	6,17,774	After final location the work was actually started on 1-12-1918.
4.	Agasanhadlu-Benkipur Tramway.	"	24.5	6,29,743	
5.	Shimoga Arasalu Ry.	Metre.	26.80	16,22,410	Construction was commenced in February 1919.
B.	Projects submitted to Government.				
1.	Bangalore-Hosur Railway.	2'-6"	30.69	12,93,889	Of this 25.83 miles lie within Mysore and the rest in British territory. The terms on which the Durbar should construct and work the line is under correspondence with the Residency.
2.	Mysore section of the Nanjangud-Erode Ry.	Metre	33.11	21,43,748 (for 27.12 miles only)	The estimate prepared by the S.I.R. was revised and sanction of Government was obtained thereto. The construction work will be commenced from 1-11-1919.

A.S.

17/8/19

Statement No.III.

Statement showing the lines opened and worked by the State.

No.	Name of line.	Gauge.	Length.	Capital outlay to end of Sep.18.	Remarks.
1.	Kolar District Rail-Ways.	2'-6"	63.98	19,20,649	This is a District Board Railway constructed and worked for them by the State. Half the cost of ~~constru~~structing the line is to be contributed by Government and the other half by the District Board. The Bowringpet Kolar Railway was opened for traffic on 15-12-13 the section between Kolar and Chintamani from 6-3-16 and that from Chintamani to Chickballapur from 8-11-16.
2.	Bangalore Chickballapur Light Railway.	-do-	38.95	~~11,51,527~~ 11,51,527	This Railway was started by private enterprise under a guarantee from the Government under 4 p.c. per annum on the capital subscribed by the Company. quaint English! As the entire capital was not able to be collected by the Company the Government undertook to advance the balance of capital as joint owners of the Railway and gave the Company the option of paying back the amount later on. The section between Yelhanka and Devanhalli was opened for traffic on 6-4-15 while that between Devanhalli and Chickballapur on 1-8-15. The Section between Yelhanka and Yeswantapur from 1-2-17 and that from Yeswantapur to Bangalore on 1-1-1918.
3.	Mysore Arsikere Railway.	-do-	102.95	81,02,606	The line is owned and financed by Government and is worked by the State. It was opened for goods traffic on 1-9-17 and for passenger traffic on 3-1-18.
4.	Tarikere Narasimharajapura Tramway.	2'-0"	26.60	4,92,842	This is financed and worked by the State. The section between Tarikere and Lakvalli was opened for traffic from 22-5-15 and that between Lakvalli and Narasimharajapura from 15-5-17.

A.S. 17/6/19

Statement No. IV.

Statement showing the lines opened by the State but worked by the Madras & Southern Mahratta Railway Company.

No.	Name of Railway.	Gauge.	Length miles.	Capital outlay to end of September 1918.	Remarks
				Rs.	
1.	Mysore-Harihar Line.	Metre.	296.28	1,92,08,823	The different sections of the line were opened for traffic as under:-- (a) Mysore to Mandaya (27.97 mls) on 25-2-82 (b) Mandaya to Chennapatna (23.31 mls) on 20-3-81. (c) Chennapatna to Bangalore City (34.75 miles) on 1-2-81. (d). Bangalore to Tumkur (43 mls) on 11-8-8 (e) Tumkur to Gubbi (11 mls) on 26-12-84. 4 (f) Gubbi to Birur (76.57 mls) on 12-8-89. (g) Birur to Harihar (79.68 mls) on 21-2-8
2.	Mysore-Nanjangud Ry.	-do-	15.80	6,61,332	(a) Nanjangud to Nanjangud Town (.76 mls) on 12-7-99. (b) Mysore to Nanjangud (15.04 miles) on 1-12-91.
3.	Bangalore-Hindupur Ry.	-do-	51.35	25,26,213	(a) Yeswantapur to Dodballapur (19.93 mls) on 15-12-92. (b) Dodballapur to Mysore frontier (31.42 miles) on 17-9-93.
4.	Birur-Shimoga Railway.	-do-	37.92	24,38,468	This line was completely opened on 1-11-99.
5.	Kolar Gold Fields Ry.	Broad	9.88	13,13,107	-do- -do- 1-6-94.

A.S.

STATEMENT V

List of Comptroller's remaining subjects placed before the Railway Committee up to 30th June 1919 for discussion with the Resolution arrived at thereon.

No.	Subject.	Resolution.
1.	Method of apportionment of mileage and demurrage charges on foreign stock between the Company's lines and the M.S.Rys., the existing method being unfair to the Durbar.	These subjects were discussed in the Railway Committee and are now under settlement.
2.	The present method of accounting of freight on account of carriage of revenue stores in the half yearly accounts of the Company with respect to the Mysore State Railway is not fair.	
3.	Whether the renewals of the Rolling stock of the Durbar has in the past received at the hands of the Company the same care and attention as that of the Company.	It was decided in the Ry.Committee to take up the question after resumption of the Bangalore Mysor section It has since been decided to resume the branch lines including the Bangalore-Mysore section with proportionate Rolling Stock from 1-10-1919.

17/10/19

STATEMENT NO.VI.

Railway Administration and working of Open Lines.

No.	Subject.	Present stage.
1.	Resumption of branch lines.	In Durbar's letter No.3618 of 17th May 1918, the Residency were addressed to arrange for the retransfer of the working of the Birur-Shimoga and Mysore-Nanjangud branch lines as also the section from Bangalore to Mysore from 1st January 1919. In his ~~letter~~ D.O.letter No.6907 dated 3rd October 1918, the First Assistant to the Hon'ble the Resident intimated that as the M.& S.M. Railway Co. is an English domiciled Company notices will have to be served on the Company in England and that they would accordingly be forwarded to the Secretary of State who would be addressed by the Government of India on the general question of the retrocession of the branch lines. In order, however, to expedite matters copies of the notices would be sent to the Company's Agent in India and the Agent asked to get into communication with the Durbar's officials in regard to the questio of transfer of Rolling Stock, Staff, &c., No further communication was received on the subject and the Residency was again addressed in Durbar's letter No.1717 dated 13th December 1918 requesting a speedy settlement of the question. The Government of India since asked for revised notices as those sent are now out of date. This was done with a request that the lines may be specially handed over on 1-10-1919. (It is since agreed to take over the lines from 1-10-19)
2.	Revised draft agreement for construction and working of the Bangalore-Chickballapur Light Railway.	The agreement has been finally concluded.
3.	-do- -do- of the Kolar Dist. Railway.	In the light of the resolution arrived at the Railway Committee, the agreement has again been referred to the Dist.Board for acceptance of the new modifications suggested therein.

17/10/19

STATEMENT VII

Railway Finance and Construction

No.	Subject.	Present stage.
1.	Construction of Nanjangud-Erode Railway.	In May 1918, the Residency intimated to the Durbar that the G.O.I. are willing that the Durbar should, if they so desire, begin the construction of the line from Nanjangud southwards which will open up their own territory and serve as a part of through connection if that is eventually made, although the G.O.I. were unable to hold out any assurance that the construction of the line would be in the public interests in the present circumstances &c. After due consideration, it has been decided by the Mysore Government on 8th December 1918 that the construction of the Mysore portion of the Railway may be taken up revising the estimate prepared by the South Indian Railway Co. sometime ago to suit our present market rate &c. The estimate has since been revised and sanction of Government obtained thereto. Construction work will commence from 1-11-1919.
2.	Financing the Mysore-Coorg Line.	Project is in final form for orders.
3.	Bangalore-Hosur Railway.	The terms on which the Durbar should construct and work the line are still under correspondence with the Govt. of India.
4.	Nanjangud-Kakankote Railway.	The project prepared was under scrutiny.
5.	Chickjajur-Chitaldrug Railway.	The line is under construction.
6.	Kadur Chickmagalur Railway.	The project prepared was under scrutiny.
7.	Arasalu-Thirthahalli Railway.	

STATEMENT VIII

Relation with District Board Companies &c., who are proprietors wholly or in part of lines worked by the State.

No.	Name of Railway.	Amount of Capital cost to end of 31-5-19.	Amount subscribed by Govt. to end of 31-5-19.	Amount subscribed by District Board or private Co. to end of 31-5-19.	Terms and conditions of working.
1.	B.C.Light Railway	1153581	467184	686397	The terms and conditions of working these Railways are embodied in the drafts of agreements to be concluded with the Kolar Dist.Board & Bangalore Chickballapur Light Railway Co..
2.	Kolar Dist.Railway	1935172	967586	967586	

17/6/19

G.R.S. 26]

File No 58-17

Serial No. 7

Diary No. of letter replied to ____________

No. JC2740. Encl...

5/10/20

General and Revenue Secretariat
( )
, *the* 19

To

The Ry. Secy.

Sir,

With reference to your D.O. note 488 4-9-18 regarding Ry. finance and development, I am directed to request you to kindly furnish information on the following points:–

1.) The the analysis of agreement sent herewith for reference and return, ~~A list~~ Shew ~~may be~~ showing ~~furnished of~~ the inf action till now taken may be furnished

2.) If any points have not been finally decided, the action to be taken to pursue them to conclusion, may be indicated;

Date of issue 5/10/20

Signed by

over.

SUBJECT.

3.) ~~Re~~ The agreements between the Mysore Rys., and Dt. Boards and B.C.L. Ry. Co.; it seems desirable ~~to be time~~ to conclude agreements with them as ~~early~~ as possible. In what shape this matter lies may kindly be shown

ii) A statement of the net loss sustained by Govt. in the form of interest foregone on their share of capital and on the deficit in the interest account involved by the guarantee may kindly ~~be~~ arranged ~~for~~ to be ~~pre~~ prepared in such in consultation with the Audit Office if necessary.

~~4~~ 4.) ~~iii)~~ statements of losses entailed by the construction of the T. N. Tramway and the Mysore-Arsikere Ry; together with a review of the construction operations of the Tramway.

5.) A review of the estimate of the Iron Work Tramways as already revised and as likely to be revised;

List of enclosures,

Copied by

Examined by

GPB—6,000—1-5-09

G.R.S. 27]

GENERAL AND REVENUE
SECRETARIAT.

(Continuation sheet draft form.)

6) A list of the lines till now surveyed, lines taken up for construction, lines abandoned, lines the undertaking of which is remote, and the cost of surveys involved upon them and on the abandoned surveys.

I have etc,

4.10.20

For First Secy.

MRM-44-1000-2-11-1920

No. R.S. 1478

RAILWAY SECRETARIAT,

Bangalore, 6th December *1920.*

7th

2597

From

GEN. & REV. SECTT.

8 DEC 1920

C. Dove Wilson, Esq.,

Secretary to the Government of Mysore for Railways,

BANGALORE.

20
21
97
58-17
8

To

3 [illegible]

The Financial Secretary to the Government of Mysore,

Bangalore.

Subject:- Railway Finance and Development.

Sir,

With reference to your letter No.2740/G.F.58-17-7 dated 5th October 1920 on the above subject, I have the honour to inform you that the information called for from the Agent, Mysore Railways is awaited and on its receipt the required particulars will be furnished.

2. In the meanwhile I request you to be so good as to send for reference and return the file of papers forwarded with this office Un-official No.48 of 4th September 1918 on the subject.

[illegible]
10/9/12

I have the honour to be,
Sir,
Your most obedient servant,

DoveWilson

Secretary for Railways,
Government of Mysore.

Dft. & fair put up.

Issue
11/12/20.

1/12.

G. R. S. 34]

GPB—10,000—12-7-15

No. H 3776/GF 58-17

GOVERNMENT OF H. H. THE MAHARAJA OF MYSORE.

General and Revenue Secretariat.

( )

Office Memorandum.

To
XX

the 13-12-1920

Forwarded with compliments to the Secretary to Government for Railways with reference to para 2 of his letter ~~dated~~ No.R.S.I478 dated 7th December I920.

By Order

For Financial Secretary to Government.

List of papers forwarded.

Sectt. file G.F.58-I7 ending with the Railway Secretary's U.O. No.48 of 4th September I9I8.

CPB—10,000—12-7-15

G. R. S. 341

No. ~~ℋ 3776~~
G.F.58-17

GOVERNMENT OF H. H. THE MAHARAJA OF MYSORE.

General and Revenue Secretariat.

( )

3191G

RAILWAY SECRETARIAT
RECEIVED
14 DEC 1920
DAIRY NO. 1332
GOVERNMENT OF MYSORE

P.A. 14/12/20

ToX

Office Memorandum.

the 13 Dec. 1920

Forwarded with compliments to the Secretary to Government for Railways with reference to para 3 of his letter XXXXXX
P.5 Rec I F.319G
No.R.S.1478 dated 7th December 1920.

By Order,

D.C. Subbarayappa

For Financial Secretary to Government.

W

List of papers forwarded.

Sectt. file G.F.58-17 ending with the Railway Secretary's U.O. No.48 of 4th September 1918.

MRM-189-3000-19-4-1921

Ry. 2

RAILWAY SECRETARIAT,

No. R.S.254

Encls 4 Stts: 2 Agreements & Finl. Sectt file of papers as per their list

Bangalore, 19th July 1921.

22nd

34

1921-1922

G7

58-17

2530

GEN & REV.

22 JUL 1921

From

C. Dove Wilson, Esq.,

Secretary to the Government of Mysore for Railways,

BANGALORE.

To

The Financial Secretary to the Government of Mysore,
Bangalore.

Subject:- Railway Finance and Development.

Sir,

H

Advertiņg to your letter No.2740/G.F.58-17-7 of 5th Oct 1920, I have the honour to forward herewith the marginally noted statements giving infor tion on poin 4, 5 and 6 a to state tha the agreements for the construction and working of the Bangalore Chikballapur and Kolar District Railways have been finally conclu copies of which are herein enclosed for information.

B 1. Comparative statement of Project and Revised Estimates for Tramways (Iron Works).

A 2. Statement of lines surveyed and under construction &c.

F 3. Statement of the result of working of the T.N. Tramway and the Mysore-Arsikere Railway.

2. With regard to the statement of net loss sustained by Gov in the form of interest, &c., on the Bangalore-Chikballapur and Kolar District Railways, the information called for from the Auditor is still awaited and will be forwarded on receipt.

3. As regards the information required on points 1 and 2, I request you to kindly furnish me with a copy of the analysis of agreement referred to in your letter under reference.

4. Your office file of papers as per statement enclosed is

herewith

returned, the receipt of which may kindly be acknowledged.

I have the honour to be,
Sir,
Your most obedient servant,

Secretary for Railways,
Government of Mysore.

ALM.

G. R. S. VI—G/32]

SUBJECT...

Diary No. of letter replied to

General and Revenue Secretariat
(   )
, *the*   191 .

Date of issue 6' Aug/21

Signed by J. W. B.

D. F. G.

Section G 7
File No. 58-17
Serial No. 10

No. R 678
96' Aug/20

To The Ry. Secy.

Sir,

With ref. to your letter No: R. S. 2248 22-7-21. re Ry. Finan & Development, I am directed to state that the original copy of the analysis of agreement ~~was has already been~~ sent to you for refce & return with ~~this~~

over.

He says that this is not received. There must have been some mistake

18

1/8

Office letter No. Fl 2740

d 5/10/20. The peon book of this office containing

~~Request that~~ the ~~letter~~ information address with ~~enclosures~~ the letter has been acknowledgment of the receipt

The information called ~~for~~ from the ~~Compiler~~ Auditor may be expedited.

Address Auditor Punjab

I have etc.,

~~F. A.~~ Finl Secy

TC 29/7

List of enclosures.

Copied by

Examined by

G. R. S. VI—G/32]

SUBJECT..........

Diary No. of letter replied to

General and Revenue Secretariat

( )

, *the* 191 .

Date of issue 6' Aug/21

Signed by WM [illegible]

Section G.P.

File No. 58-17.

Serial No. 11

No. F.679 Enc. one
26' Aug/21

To

The Ry. Auditor.

Sir,

In ~~connection with certain information wanted by this office regarding Ry. Finance & Dept.~~, ~~the~~ Ry. Secy's ~~intimates in his~~ letter No. R.S. 2074 d/ 22-7-21 ~~that statements of net loss sustained by Govt. in the form of~~

forwarding an extract from

para 2

re Ry finance & development

over.

W/518

interest etc., of the B.C. & K.D. Rys., called for from you have not yet been received. I am to request that the information called for may kindly be furnished by telegraph early.

I have etc.,

B 4/10

for Finl Secy

u8
9/K

List of enclosures.

Copied by

Examined by

10497 MRM-189-3000-19-4-1921 Ry. 2

23 SEP 1921

RAILWAY SECRETARIAT,

No. 994

Bangalore, 22nd September 1921

23rd

1768

From

C. Dove Wilson, Esq.,

Secretary to the Government of Mysore for Railways,

BANGALORE.

To

The Financial Secretary to the Government of Mysore,
Bangalore.

Subject:- Railway Finance and Development.

Sir,

With reference to correspondence ending with your letter No. 678/G.E.58-7-~~11~~ 10 dated 6th August 1921 on the above subject, I have the honour to inform you that the copy of the analysis of agreement referred to therein is no[illegible]raceable in this office or the Agent's and to request the favour of being informed if the information on points 1 and 2 referred to in your No. 2740/ G.F.58-17-7 dated 5th October 1920 is still required.

I have the honour to be,
Sir,
Your most obedient servant,

Dove Wilson

Secretary ~~for~~ Railways,
Government of Mysore.

VRB.

C

D

papers linked
vide C & D.

23/9/21

for orders. The papers are put up

30/9

TSR
3/10

Issue draft

5/11

vide

A503

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

FINANCIAL SECRETARIAT,

No. Fl. 3538 *Dated Bangalore,* 7 Nov 1921

From

M.N.Krishna Rao, Esq., B.A.,

Financial Secretary to the Government of His Highness the Maharaja of Mysore.

To

C.Dove Wilson, Esq.,
Secretary to Government for Railways,
Bangalore.

Sir, Re. Railway Finance and Development.

With reference to your letter No.994 dated 23rd September 1921 on the above subject, I am directed to forward for your information and reference, this office file of pap~~ers co~~ntaining an analysis of the Railway agreement and other ~~papers~~ matter and to request you to be so good as to furnish Government with a complete and up-to-date information on the several points referred to ~~Max~~ in my No.2740/G.F.58-17-7 dated 5th October 1920, in order to enable ~~to~~ Government to take - necessary further action.

The enclosures may kindly be returned with your reply

I have the honour to be,
Sir,
Your most obedient servant,

Dft.) N
5/11

For Financial Secret~~ary to~~ Government.

mk.2.

D 2529

G. R. S. VI—G/32]

SUBJECT...

Diary No. of letter replied to ....

Section GA
File No. 87-17
Serial No. 11.

GENERAL AND REVENUE SECRETARIAT
( )
the 191

No. 71. 2606.

Date of issue 16-11-1918

To
The Ry Secy,

Signed by B Sreenivasa Iyengar

Sir,

With refce to your U.O. note of No 489 d/ 4-9-1918 forwarding, as per orders of [illegible], lists of subjects of Ry finance & development with brief notes under each showing how their matters stand for the quarter ending 31st March 1918, I am directed to enquire when the next report for the period ending June 1918 can be expected to be received in this office.

A very early reply is requested.

I h. h.

over.

BS

For Secy

16/11/18

16/11

28668

MRM-189-3000-19-4-1921

Ry. 2

RAILWAY SECRETARIAT,

No. 1925

Bangalore, 19th December 1921.

Encls as per Financial Secy's list attached hereto 21/12

From

C. Dove Wilson, Esq.,

Secretary to the Government of Mysore for Railways,

DIARY No. 8770

19 — 12

BANGALORE.

File No.

Serial No:

To

The Secretary to the Government of Mysore,
Financial Department, Bangalore.

RAILWAY SECRETARIAT
22 DEC 1921

Subject:- Railway Finance and Development

Sir,

With reference to correspondence ending with your letter No.F1.2538 dated the 7th November 1921 on the above subject, I have the honour to reply in seriatum as under, to the several points referred to in your letter No.F1.2740/G.F.58-17-7 dated the 5th October 1920:-

(1) As regards points referred to in Statement (3) accompanying the analysis of Agreement, the Government of India have sanctioned the proposal of associating a Railway Officer of the Durbar with the Government of India Inspecting Officer in the discharge of his functions in respect of the lines owned by the State.

+(2) As regards point 4 in Statement 1 as well as those referred to in Statements 2 and 4 accompanying the said agreement, the Auditor, Mysore Railways, has been addressed in the matter.

(3) to (6) Excepting the statement (3) (1) showing the net loss sustained by Government in the form of interest foregone, the information on all other points has already been furnished in this office letter No.254 dated 22-7-1921.

The file of papers received with your letter under reply is herewith returned which may kindly be acknowledged.

I have the honour to be,
Sir,
Your most obedient servant,

For Secretary for Railways,
Government of Mysore.

+ The Auditor's reply may be awaited.

23.12.

Remind in the first week of January

26/12

VRB.

Dft. Remind & Subd.

Issue

19..21

G. S. VI—G/32]

SUBJECT..

Diary No. of letter replied to

Section

File No.

Serial No

General and Revenue Secretariat
( )
, *the* 191 .

No: FC 3465
of 11 Jany/22

Date of issue 11 Jany/22

Signed by

To

The Auditor, Rys.

Sir,

In forwarding herewith copy of a letter No. 1925 of 21st Dec 21 from the Secy. to Govt. for Rys. re. Ry finance & development, I am desired to request you to kindly furnish at a very early date the information called for by the Ry. Secy. ~~at an early~~

over.

G.R. S. VI--G/32]

9775

SUBJECT ....

....

....

Diary No. of letter replied to ....

Section

File No.

Serial No.

General and Revenue Secretariat

( )

, the 192 .

No. H3779

Date of issue 17 January 23

Signed by M. Mahalingachar

To

The Secy ~~to Govt of Mysore~~
~~Mys.~~ Railway
Mysore

Sir,

~~Adverting to this office letter No H 2740 d/ 5-10-1920 regarding~~

Subject – Railway Finance & Development

Sir

I am directed to return herewith the following statements received with your letters noted against them and ~~from you for favour of their~~ request that they may be ~~being~~ brought ~~for the~~ up to the end of 1922-23 and ~~early~~ re-transmitted ~~to this~~ very early ~~office~~ for further action:–

Received with your letter No R.S. 254 d/ 22.7.1921, in reference to items 4, 5 & 6 of this office letter refd to above

(1) Comparative Statement of project & revised estimates for tramways (from

(2) Statement of lines works surveyed and under construction etc

(3) Statement of the results of working of the T.N. Tramway & M.A. Railway

W D 0632—GBB—18000—10-6-22

4) Statement showing the results of working of the ~~[illegible]~~ K-D & B. C. L Railway.) Read with your letter No 2332 of 28[illegible].22 in refce to item 3 of this Office letter of 5.10.20

2 I am further ~~directed~~ to enquire if any if so What settlement has been arrived at, ~~if any~~ regarding Main line Agreements, as a result of the action reported to have been taken by you in para 2 ~~cl (2)~~ of your letter No 1925 of 21.12.1921.

3 The favour of a very early reply is requested.

I have etc.

11/Sept
for U Secy

List of enclosures.

Copied by

Examined by

G. [illegible]3. VI—G/32]

2865

SUBJECT ....

....

....

Diary No. of letter replied to ....

Section

File No.

Serial No.

General and Revenue Secretariat
( )
, *the* 192 .

No. H 3780

Date of issue 11 Jany/24

Signed by

To

The Auditor, My. Ry.

Sir,

I am directed to ~~refer you~~ invite reference to your letter No B B 2066 of 17th January 22 and to request you to kindly furnish the information regarding Main line Agreements called for in this Office letter No H 3665 of 11.1.22 and promised by you in your ~~letter~~ letter under reference.

I have etc.

11/Jany

For H. Secy

20/1/24

over.

30891

Diary No. 967

19

Section.

File No

Serial No.

REV. SECTY

JAN 1922

WD 916—GBPM—5,000—3-5-21.

Form No. A. O. 17.

MYSORE RAILWAYS.

No. B.B. 2064.
Encs.

11574:

OFFICE OF THE AUDITOR,
Cenotaph Road,

Dated Bangalore, 17th January 1922.

From

T. Lakshminarasimha Rau, Esq., B.A., B.L.,
Auditor, Mysore Railways,
Bangalore.

To

The Secretary to the Government of Mysore,
Financial Department, Bangalore.

Sir,

Adverting to your letter No. Fl. 3465 of even date forwarding a copy of letter No. 1925 dated the 21st December 1921 from the Secretary to Government for Railways regarding Railway Finance and Development, I have the honor to state that the President, District Board, Kolar, has been addressed in this office letter No. B.B. 1873 dated 3rd instant to furnish information regarding the amount of interest paid to the holders of Kolar District Railway Debenture Stock as also the amount of loan subscribed every year commencing from 1912-13. A reminder on the subject has also been isued to him this day and on receipt of the same the information called for will be furnished.

I have the honor to be,
Sir,
Your most obedient servant,

T. Lakshminarasimha Rau
Auditor.

Submitted for perusal.
Further reply may, if approved, be awaited.

20.1.22

No. ~~2332~~ 31739
Genl

Railway Secretariat,
Bangalore, 28th January 1922.

3085

From

C. Dove Wilson, Esq.,
Secretary to the Government of Mysore for Railways,
Bangalore.

To

The Secretary to the Government of Mysore,
Financial Department, Bangalore.

4
1922

Sir,

Subject:- Railway Finance and Development.

In continuation of this office letter No. 1725 dated 21st December 1921 on the above subject, I have the honour to forward herewith copy of statement showing the net loss sustained by Government on the Kolar District and the Bangalore Chickballapur Light Railways to end of the year 1920-21, received from the Auditor, Mysore Railways.

I have the honour to be,
Sir,
Your most obedient servant,

For Secretary for Railways,
Government of Mysore.

VRB.

28/1.22

4823

Mysore Railways.

R. 726

one.

Audit office,
Exhibition Buildings,
Mysore.
29th January 1924.
30th

GENL. & REV. SECTT.
34
2 FEB 1924

From

S. Shamanna., Esqr., B.A.,

Auditor, Mysore Railways, Mysore.

To

The Secretary to the Government of Mysore for Railways,

Mysore.

Sir,

With reference to para 3 of your No.3769 dated 29-5-22 stating that you were awaiting the report of the Test Audit -- Accountants on certain items relating to our Railways worked by the M & S M Railway referred to in the correspondence between you and the Financial Secretary (vide your No.1926 dated 19/21-12-1921), I have the honour to append a statement of the Test Audit Accountant furnishing the information called for on the several points.

I beg to state that as some of the other information called for in your letter viz, the loss due to the working of the K.D. Railway had been furnished to you in this office No.B.B.2123 dated 24-1-22, the necessity to send a reply on the points now referred to was lost sight of. As however reminders were being received from the Financial Secretary the old papers were referred to and the present reply is sent.

I have the honour to be,
Sir,
Your most obedient servant,

Sd/. S. Shamanna.,

cks.

Auditor, Mysore Railways.

No.R. 727 dated Mysore, the 29th 30th January 1924.

Copy of the above is forwarded with compliments to the Secretary to the Government of Mysore, Finance Department, Bangalore with reference to his No.F1.3760/G.F.58-17 dated 11-1-24. The loss ~~is~~ due to the working of the K.D.Railway was communicated to the Railway -- Secretary in this office No.B.B.2413 dated 24-1-22.

S. Shamanna
for Auditor Mysore Railways

Mysore Railways.

Audit office,
Mysore, 29th Jany.24.
30

Statements regarding items referred to in the Railway Secretary's letter No.1926 of the 19/21st December 1923

Kolar-Gold Fields State Railway working agreement.

	Details of the item.	Reply by Test Audit Accountant.
Clause 6.	Whether cranage charges are being fully credited to the K.G.F.Railway which has supplied travelling cranes.	No travelling crane was supplied by the Durbar and hence no cranage charges have been credited to the K.G.F.Railway. On the other hand it is clear from Clause 6(e) of the agreement of 1-7-1900 that the travelling crane had to be provided by the Company and all cranage charges collected on this account are credited to the Company and not to the State Railway. It is not therefore clear ~~Why~~ why this should be credited to K.G.F. Railway.
Clause 7(a) & (b).	Whether cost of accident and losses for which the Company is responsible is being borne by them and not charged to K.G.F.Railway.	The cost of all accidents etc of ordinary nature in the K.G.F.Railway are debited to the pooled working expenses. There has been no instance of accident etc of an extraordinary nature for which Government (i.e., Mysore Government) was made responsible.
Clause 12.	Whether Division of Joint Station Expenses is being made as provided for in this clause.	Distribution of Joint Expenses is being carried out as provided for in this clause.

Nanjangud-Hindupur and Shimoga Railways. Working Agreements.

Clause 18 of Hindupur Contract.

Treatment of cost of New Minor Works which is not stated to be the exclusive liability of this Railway.	In accordance with clause No.17 of the Hindupur Railway Contract dated 2-12-1899 the cost of allnew minor works is exclusively charged to the Hindupur Railway or M & S M Railway as the case may be and excluded from the pooled working expenses.
Whether the Shimoga and Nanjangud Railways pay contribution to Provident ~~Fund~~ Fund which is not provided for in their agreements.	Payment of contribution to Provident Fund is made by debit to working expenses of the M & S M Railway (combined) and Shimoga and Nanjangud Railways ~~the~~ would have borne a share. However these railways are now resumed.
Whether the Hindupur Railway is being credited with its share of earnings of Traffic which under the rule of shortest route	Since July 1908 the old Madras Railway ceased to exist and the new M & S M Railway was formed. It seems that Durbar agreed to waive this adjustment as the alterantive route viz., Harihar-Bangalore

should go by the chord but is actually booked and carried by another route.	line also belongs to them and the next result of the adjustment would be nil as what was credited to ~~Credited to~~ Hindupur line would be deducted from Harihar Line. But the exact authority for this is rot traceable.

MAIN LINE AGREEMENTS.

Clause.41(1). Method f apportioning Capital receipts and charges not belonging to particular lines.	There was no instance of a Capital Receipt or charge which was not allocated solely to one of the two lines. Capital receipts appertaining to our Railways were seen to have been always credited to us.
Clause.41(2). -do- in regard to Revenue Receipts.	With regard to the apportionment of the Revenue receipts which do not pertain to any particular line there was always a matter of doubt and M & S M Railway was crediting itself with more than what it was legitimately entitled.to. The subject was taken up at every Test Audit and individual items have been reported therein for recovery. Subsequently in August 22. a combined note on general lines was drawn up and handed over to the Government Examiner to arrange for a final settlement with regard to divisible earnings. The several test audit notes refer to items of this kind noticed.
Clause.41(5). Separate maintenance of Stores Accounts of the Mysore -Harihar Line as far as possible.	Under arrangements approved by the Durbar Vide Railway Secretary's letter No.109 R dated the 20th April 1892 the Stores Account of Mysore-Harihar Section was not maintained separately. But the proportion debitable to it was worked out half yearly on the mileage basis. Stores especially obtained for any line i.e., special permanent way material would be separated before the Division was effected and added on to the share of the particular lines thereafter.

or

33412

RAILWAY SECRETARIAT,

No. R.S. 2069 / Coals 6 | F.3199

Mysore, Dated 24th April 1924.

From

The Secretary to the Government of Mysore for Railways,
Mysore.

DIARY NO 4049
19
Section.
File No.
Serial No.

To

25. APR. 1924
F. D. SECTION

The Financial Secretary to the Government of Mysore,
Bangalore.

Railway Finance and Development.

With reference to your letter No.Fl.3779, dated 11th January 1924, I have the honour to retransmit the marginally noted statements received with your above duly bringing them up to the end of 1922-23.

(1). Statement of lines surveyed and under construction, etc.,
(2). Statement showing the result of working of the Tarikere-Narasimharajapura Tramway and Mysore-Arsikere Railway.
(3). Statement showing the results of working of the Kolar District and Bangalore-Chickballapur Light Railways.

As the Iron Works Tramways have now ceased to be under the Railway Administration, the statement relating thereto has not been re-transmitted.

2. As regards para 2 of your letter under reply, I enclose herein a copy of the report of the Test Audit Accountant furnishing the information called for regarding Main Line Agreements.

I have the honour to be,
Sir,
Your most obedient servant,

Offg.Secretary ~~for Railways~~,
Government of Mysore.

VRB.

24.4.24

Stages of pendency of Surveys.

I. Lines surveyed but propos~~ed~~al to construct them abandoned.

Name of line.	Outlay incurred. Rs.
1. Nanjangud-Gudalur Railway Survey.	8,785
2. Mudigere-Sivasamudram Railway Survey.	51
3. Dodbele Railway Survey.	1,052
4. Maklidrug-Chickballapur Railway Survey.	8,983
5. Narasimharajapura-Sringeri Tramway Survey.	14,220
6. Kolar-Mulbagal Railway Survey.	104
7. Mysore-Kakankote Tramway Survey.	2,527
8. Arsikere-Mangalore Railway Survey.	4,977
9. Bangalore-Kunigal Railway Survey.	1,292

II. The survey has been completed and the estimate and report are ready for the following lines, but no immediate prospect of their construction.

1. Shimoga-Thirthahalli-Sagar Railway.	16,653
2. Shimoga-Bhatkal Railway Survey.	1,99,955
3. Bhatkal Harbour Investigation.	9,324
4. Tumkur-Sira Railway Survey.	4,313
5. Kadur-Chickmagalur Railway Survey.	5,603
6. Sira-Chitaldrug Railway Survey.	4,609
7. Mysore-Coorg Railway Survey.	4,339
8. Mysore-Coorg Branch Railway Survey.	2,185
9. Arasalu-Thirthahalli Railway Survey.	8,834
10. Chickmagalur-Mudigere-Koppa Railway Survey.	11,772
11. Mysore-West coast Railway Survey.	1,20,884
12. Bangalore-Hosur Railway Survey.	2,525
13. Nanjangud-Kakankote Railway Survey.	25,771

III. Lines surveyed but not estimated.

1. Kadur Hassan Railway Survey.	18,252
2. Mysore-Kenehalli Railway Survey.	16,226
3. Hassan-Holenarasipur (forms part of item II(1).	7,885.

p.t.o.

IV. The following lines have been opened for traffic and the amount incurred for surveys will be charged to final head - action is being taken separately.

1. Bowringpet-Kolar Railway Survey.	..	1,347
2. Chickjajur-Chitaldrug Railway Survey.	..	7,625
3. Tadasa-Hebbe Tramway Survey.	..	1,565

RRao
12/4

Mysore West Coast Railway Survey	..	1,20,884

The expenditure incurred on this comprises the amounts spent on a number of alternative lines surveyed.

Statement showing the results of working of Mysore-Arsikere Railway.-

Year.	Capital charges.	Net Receipts.	Interest.		Net gain plus or loss minus to Government.
			Interest on Capital provided by Government.	Total.	
	Rs	Rs	Rs	Rs	Rs
1912-13.	..	..	..	..	..
1913-14.	5,23,265	..	10,465	10,465	-10,465
1914-15.	37,81,695	..	96,564	96,564	-96,564
1915-16.	14,33,789	..	2,00,874	2,00,874	-2,00,874
1916-17.	15,32,022	..	2,29,550	2,29,550	-2,29,550
1917-18.	10,79,415	44,232	3,12,419	3,12,419	-2,68,187
1918-19.	9,59,385	34,135	3,53,195	3,53,195	-3,19,060
1919-20.	10,58,759	90,142	3,93,558	3,93,558	-3,03,416
1920-21.	9,38,931	80,476	7,58,646	7,58,646	-6,78,170
1921-22.	12,24,339	65,578	5,23,310	5,23,310	-4,57,732
			-3,11,050	-3,11,050 @	3,11,050
1922-23.	-1,25,959	82,237	5,61,753	5,61,753	-4,79,516
Total.	1,24,05,641.	3,96,800.	31,29,284.	31,29,284.	-27,32,484.

@ (Vide remarks shown in the foot note under Tarikere-Narasimharajapura Tramway).

"Copy"

19/3/24

Sd. S. SHAMANNA,
Auditor,
Mysore Railways.

K.S.

Statement showing the results of working of Tarikere-Narasimharajapura Tramway.

Year.	Capital charges.	Net Receipts.	Interest.		Net gain plus or loss minus to Government.
			Interest on Capital provided by Government.	Total.	
	Rs	Rs	Rs	Rs	Rs
1912-13.	..	..	..	..	..
1913-14.	2,23,601	..	4,472	4,472	-4,472
1914-15.	41,244	..	9,769	9,769	-9,769
1915-16.	33,922	-2,109	11,272	11,272	-13,381
1916-17.	1,74,473	-2,157	15,440	15,440	-17,597
1917-18.	79,620	-20,635	20,522	20,522	-41,157
1918-19.	92,134	-3,041	23,957	23,957	-26,998
1919-20.	-592	7,008	25,788	25,788	-18,780
1920-21.	17,612	5,357	45,725	45,725	-40,368
1921-22.	42,630	4,618	28,501	28,501	-23,883
			-19,332	-19,332 @	19,332
1922-23.	10,770	5,820	30,370	30,370	-24,550
Total.	7,15,414.	-5,139.	1,96,484.	1,96,484.	-2,01,623.

@ Due to the calculation of interest during the year 1920-21 having been taken at 7% throughout the year instead of at 4 per cent to end of 1919-20 and at 7 % thereafter.

"Copy"

9/7/24

Sd. S. SHAMANNA,

Auditor,
Mysore Railways.

K.S.

~~List~~ No,87,III Statement showing the results of working of the Kolar District Railways.

Year.	Capital charges	Net Receipts.	Interest: Interest on debenture.	Interest: Interest on Capital provided by Government.	Interest: Total.	Net Gain = plus. or charge= minus. to Government.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1912-13.	27,494	...	...	550	550.	--550.
1913-14.	2,79,444	8,836	...	6,689	6,689	2147.
1914-15.	9,05,747	-- 9,811	...	30,392	30,392	--40203.
1915-16.	2,99,407	41,870	...	54,496	54,496	--12626.
1916-17.	3,35,396	2,819	20276	46,916	67,192	--64373.
1917-18.	63,270	54,240	17958	57,207	75,165	--20925.
1918-19.	38,126	--5,443	17948	59,245	77,193	--82636.
1919-20.	1,32,792	47,264	17952	62,659	80,611	--33347.
1920-21.	61,317	33,364	17952	129,911	1,47,863	--1,14,499.
1921-22.	43,151	23,675	17952	68,631	86,583	-- 62,908
				@ --63370.	--63,370	plus 63,370
1922-23.	3,63,883	35,244	17952	76,771	94,723	-- 59,479
Total.	25,50,007	2,32,058	1,27,990	5,30,097	6,58,087	-- 4,26,029.

@. Due to the calculation of interest during the year 1920-21 having been taken at 7% throughout the year instead of at 4% to end of 1919-20 and at 7% thereafter as per G.O.No.3984-G.F.115-20-4 dated 11th February 1922.

Payment of guaranteed interest came into operation only from the date of opening of the Railway for Public Traffic as per clauses 3 and 4 of K.D.B.C.L.Railway agreements respectively.

~~Sd/. T. Lakshminarasimha Rao.~~,
Auditor, Mysore Railways.

" ~~Copy~~.

No.87.IV. Statement showing the results of working of the Bangalore-Chickballapur Light Railway.

Year.	Capital charges. Rs.	Net Receipts. Rs.	Interest. Interest on debentures. Rs.	Interest. Interest on Capital provided by Govt. Rs.	Interest. Total. Rs.	Net gain = plus. or charge = minus. to Govt. Rs.
1912-13.	7,127	..	..	143	143	-- 143
1913-14.	4,57,288	..	..	9,431	9,431	--9431
1914-15.	3,45,514	-417	..	25,487	25,487	--25904
1915-16.	58,717	-38141	..	33,571	33,571	4570
1916-17.	2,17,773	2126	27,222	11,879	39,101	--36975
1917-18.	63,213	54438	27,445	17,276	44,721	9717
1918-19.	-5,148	-4561	27,456	18,426	45,882	--50443
1919-20.	1,00,375	57355	27,527	20,260	47,787	9568
1920-21.	30,172	26078	27,542	60,654	88,196	--62118.
1921-22.	13,126	23585	27742	23,522	51,264	--27679
				@--37,798	--37,798	plus37798
1922-23.	1,83,094	21780	27771	27,477	55,188	-- 33408
Total.	14,71,251	218525	192705	2,10,328	4,02,973	-- 184448

@. (Vide remarks shown in the foot note under K. D. Railway.)

Auditor
Mysore Rly

Kolar-Gold Fields State Railway Working Agreement.

	Details of the item.	Reply by Test Audit Accountant.
Clause 6.	Whether cranage charges are being fully credited to the K.G.F. Railway which has supplied travelling cranes.	No travelling crane was supplied by the Durbar and hence no cranage charges have been credited to the K.G.F.Railway. On the other hand it is clear from Clause 6(e) of the agreement of 1-7-1900 that the travelling crane had to be provided by the Company and all cranage charges collected on this account are credited to the Compan and not to the State Railway. It i not therefore clear why this shoul be credited to K.G.F. Railway.
lause 7(a) & (b)	Whether cost of accident and losses for which the Company is responsible is being borne by them and not chargedto K.G.F.Railway.	The cost of all accidents etc., of ordinary nature in the K.G.F. Railway are debited to the pooled working expenses. There has been no instance of accident etc, of an extraordinary nature for which Government (i.e., Mysore Government) was made responsible.
lause 12.	Whether Division of Joint Station Expenses is being made as provided for in this clause.	Distribution of Joint Expenses is being carried out as provided for in this clause.

Nanjangud-Hindupur and Shimoga Railways. Working Agreements.

Clause 18 f Hindupur ontract.	Treatment of cost of New Minor Works which is not stated to be exclusive liability of this Railway.	In accordance with clause No. 17 of the Hindupur Railway Contract dated 2-12-1899 the cost of all new minor works is exclusively charged to the Hindupur Railway or M.S.M. Railway as the case may be and excluded from the pooled working expenses.
	Whether the Shimoga and Nanjangud Railways pay contribution to Provident Fund which is not provided for in their agreement.	Payment of contribution to Provident Fund is made by debit to working expenses of the M.S.M. Railway (combined) and Shimoga and Nanjangud Railways would have borne a share. However these Railways are now resumed.
	Whether the Hindupur Railway is being credited with its share of earnings of Traffic which under the rule of shortest route, should go by the chord but is actually booked and carried by another route.	Sine July 1908 the old Madras Railway ceased to exist and the new M.S.M.Railway was formed. It seems that Durbar agreed to waiv this adjustment as the alternative route viz., Harihar- Bangalore line also belongs to them and the next result of the adjustment would be nil as what was credited to Hindupur line would be deducted from Harihar Line. But the exact authority for this is not traceable.

MAIN LINE AGREEMENTS.

Clause 41 (1).	Method of apportioning Capital receipts and charges not belonging to particular lines.	There was no instance of a Capital Receipt or charge which was not -- allocated solely to one of the two lin Capital receipts appertaining to our Railways were seen to have been always credited to us.
Clause 41(2).	-do- in regard to Revenue Receipts.	With regard to the apportionment of the Revenue receipts which is not pertain to any particular line there was always a matter of doubt and M.S.M. Railway was crediting itself with more than what it was legitimately entitled to. The subject was taken up at every Test Audit and individual items have been reported therein for recovery. Subsequently in August [illegible], a combined note on general lines was drawn up and handed over to the Government Examiner to arrange for a final settlement with regard to divisible earnings. The several test audit notes refer to items of this kind noticed.
Clause 41(5).	Separate maintenance of Stores Accounts of the Mysore-Harihar Line as far as possible.	Under arrangements approved by the Durbar Vide Railway Secretary'sletter No.109,R dated the 20th April 1892 the Stores Account of Mysore-Harihar sectio was not maintained separately. But the proportion debitable to it was worked out half yearly on the mileage basis. Stores specially obtained for any line i.e. special permanent way material would be separated before the Division was effected and added on to the share of the particular lines thereafter.

C O P Y.

4/14

G. R. S. VI—G/32]

Fin & Rly Br.

SUBJECT……………………………………

……………………………………

……………………………………

Diary No. of letter replied to

General and Revenue Secretariat
( )
, *the* 191 .

Date of issue 28.5.24

Signed by Mr M. A. Rajah

×
Type here the 8 heads
in the margin of this letter
flagged E.

Section
File No.
Serial No.

No. 716583

To the Secy for Railways.

Sir,

With refce to your letter No R.S. 2069 d/ 11.4.24 re Ry Finance & Development, I am directed to request you to be so good as to forward a statement containing information up-to-date under the marginally noted × 8 heads for the quarter ending 31.3.24 on the lines of the statement forwarded with your letter No 312 of 18th August 1919 for the quarter ending 30.6.19. Since 30th June 1919, no informat

8726

D no. 587

MRM-S 22-3,500-31-7-22

RAILWAY SECRETARIAT.

No. R.S. 301 Genl 8 Atts

Mysore, 8th August 1924.

From

The Secretary to the Government of Mysore for Railways,
MYSORE.

93
9 AUG. 1924

W.S.K

To

The Financial Secretary to the Government of Mysore,
Bangalore.

Sir,

Railway Finance and Development.

With reference to your letter No.Fl.6583 dated 28th May 1924 on the above subject, I have the honour to forward herewith the margi nally noted statement furnish- ing info mation un der each head for the quarter ending 31st March 1924.

I. Statement of progress made on various Surveys.
II. do. lines under construction and proposed to be constructed as sanctioned programme.
III. do. lines opened and worked by the State.
IV. do. do. by the M. & S.M.Ry.
V. do. questions referred by the Comptroller and discussed in the Railway Committee.
VI. Railway Administration and working of Open Lines.
VII. Railway Finance and Construction.
VIII. Relation with the District Boards, Companies, etc.

I have the honour to be,
Sir,
Your most obedient servant,

Secretary for Railways,
Government of Mysore.

7/8

Statement I.

Statement showing progress made on surveys.

The surveys on the following lines have been completed and the estimate and report are ready but there is no immediate prospect of their being taken up for construction:-

1. Shimoga-Thrithahalli-Sagar Railway.
2. Shimoga-Bhatkal Railway Survey.
3. Bhatkal Harbour investigation.
4. Tumkur-Sira Railway Survey.
5. Kadur-Chickmagalur Railway Survey.
6. Sira-Chitaldrug Railway survey.
7. Mysore-Coorg Railway Survey.
8. Mysore-Coorg Branch Railway Survey.
9. Arasalu-Thirthahalli Railway Survey.
10. Chickmagalur-Mudigere-Koppa Railway Survey.
11. Mysore-West Cost Railway Survey.
12. Bangalore-Hosur Railway Survey.
13. Nanjangud-Kakankote Railway Survey.

The surveys on the following lines have been done but no estimates are prepared:-

1. Kadur-Hassan Railway.
2. Mysore-Konehalli Railway.
3. Hassan-Holenarsipur.

for Secretary for Railways,
Government of Mysore.

9/48.

VRB.

Statement II.

There are no lines under construction at present nor are there any lines the construction of which has been sanctioned or approved.

The construction of Nanjangud-Chamarajanagar Railway and Shimoga-Arasalu Railway has been deferred owing to financial stringency.

The expenditure to-date on Nanjangud-Chamarajangar Railway is ..	Rs.1,41,131.
The expenditure to-date on Shimoga-Arasalu Railway is	Rs.3,39,138.

for Secretary for Railways,
Government of Mysore.

VRB.

Statement showing Open Lines worked by the State.

No.	Name of Line.	Gauge.	Length in miles.	Capital Outlay to end of March 24. Rs.	Remarks.
1.	Kolar District Railway.	2'-6"	63.57	25,55,000	This is a District Board Railway constructed and worked by the State. The line from Bowringpet to Chickballapur was opened for traffic on 8th November 1916. The section is financed both by the District Board and the Mysore Government.
2.	Bangalore-Chickballapur Light Railway.	2'-6"	38.63	14,76,000	This Railway is the first in the State started by private enterprise under a guarantee from Government of 4 per cent per annum on the capital subscribed by the Company. The line was first opened for traffic on 7th January 1918.
3.	Mysore Arsikere Railway.	Metre.	102.95.	2,40,71,000	This is the first line of some importance constructed by the Government. It is financed and worked by the State. It was opened for goods traffic on 1st September 1917 and for passenger traffic on 3rd January 1918.
4.	Bangalore-Mysore-Nanjangud Section.	-do-	101.83.		The Bangalore Mysore Nanjangud and Birur-Shimoga section were being worked by the Madras & Southern Mahratta Railway Co., on behalf of the State. Their working was resumed by the Mysore Durbar on 1st October 1919.
5.	Birur-Shimoga Section.	-do-	37.92		
6.	Chickjajur-Chitaldrug Railway.	-do-	20.90		The line which was originally proposed to be financed both by the Chitaldrug District Board and the Govt., is now practically a Govt., line as the District Board's contribution to Capital is very small.
7.	Tarikere-Narasimharajapura Tramway.	2'-0"	26.60	10,47,000	This line is owned and financed by the State. The section between Tarikere and Lakkavalli was first opened for traffic on 22nd May 1915 and that between Lakkavalli and Narasimharajapura on 15th May 1917. The original idea of constructing the line was to have a cheap tramway for the transport of Forest produce but subsequently it was resolved to carry all traffic including passengers.
8.	Tadasa Hebbe Tramway.	-do-	9.60		The line is financed entirely by the State. It is constructed to open Malnad forests and provide an outlet for the forest produce and forms the first section of the Forest Tramways in the Jagar valley. It was opened for forest traffic on 5th February 1921.

P.T.O.

9.	Bhadravati-Agasanhadlu Tramway.	2'-0"	24.50	These two lines are new being worked by the Iron Works themselves.
10.	Bhadravati-Biranhalli Tramway.	2'-0"	20.25	

for Secretary for Railways,
Government of Mysore.

8/8.

VRB.

Statement No.IV.

Statement showing the lines opened by the State but worked by the Madras & Southern Mahratta Railway Company.

No.	Name of Railway.	Gauge.	Length Miles.	Capital out-lay to end of 31st March 1924.	Remarks.
1.	Bangalore-Harihar Line.	Metre.	210.25	152,22,723.	
2.	Bangalore-Hindupur Railway.	do	51.35	25,29,263	
3.	Kolar-Gold Fields Railway.	Broad.	9.88	12,25,854	

VRB.

for Secretary for Railways,
Government of Mysore.

8/8

Statement No.V.

List of Comptroller's remaining subjects placed before the Railway Committee for discussion.

The Railway Committee was dissolved with effect from 1st September 1920 in Government Order No.R.S.518-525/Ry.F.224G.20-21, dated 31st August 1920.

for Secretary for Railways,
Government of Mysore.

VRB.

Statement No.VI.

Railway Administration and working of Open Lines.

No.	Subject.	Present stage.
1.	Resumption of branch lines.	The Branch lines were taken over from the Madras & Southern Mahratta Railway from 1st October 1919.
2.	Revised draft agreement for the construction and working of the Bangalore-Chickballapur Light Railway.	The agreement has been finally concluded on 4th August 1919.
3.	do do do for Kolar District Railway.	The agreement has been finally concluded on 1st December 1920.
4.	Chickjajur Joint Station Agreement.	The agreement has been finally concluded on 30th November 1923.
5.	Arsikere Joint Station Agreement.	The agreement has been finally approved on 7-6-24 and stamped copy of the agreement is awaited, for signature.
6.	Bowringpet Joint Station Agreement.	The agreement has been finally approved on 27-5-24 and stamped copy of the agreement is awaited for signature.
7.	Bangalore City Joint Station Agreement.	Approval to the agreement with certain modifications has since been communicated and the final copy of the agreement after carrying out the modifications is called for from the Agent, Madras & Southern Mahratta Ry., Co.,
8.	Yeswanthapur and Yelahanka Joint Station Agreement.	The agreement have been finally approved by Government on 12-7-24 and stamped copies of the agreement ~~is~~ awaited for signature.

for Secretary for Railways,
Government of Mysore.

8/8.

VRB.

Statement VII.

Railway Finance and Construction.

No.	Subject.	Present stage.
1.	Construction of Nanjangud-Chamarajanagar Railway.	Owing to financial stringency, the construction of the Nanjangud-Chamarajanagar Railway was ordered to be stopped. The District Board of Mysore having agreed to finance the construction of this Railway at a cost of Rs.12 lakhs, they have been permitted by Government to raise a loan of Rs.8 lakhs on certain conditions for the purpose and the draft prospectus sent up by the Board have also been approved by Government in G.O. No.L.382-5/L.B.129-22-15, dated 18/22nd July 1924.
2.	Bangalore-Hosur Railway.	The terms on which the Mysore Government should construct and work the line are still under consideration.
3.	Chickjajur-Chitaldrug Railway.	The line has been constructed and opened for traffic on 1st July 1921.
4.	Financing the Mysore-Coorg Line.	Owing to want of funds these projects are held in abeyance.
5.	Nanjangud-Kakankote Railway.	
6.	Kadur-Chickmagalur Railway.	
7.	Arasalu-Thirthahalli Railway.	

for Secretary for Railways,
Government of Mysore.

VRB.

Statement No.VIII.

Relation with District Board Companies &c., who are proprietors wholly or in part of lines worked by the State.

No.	Name of Railway.	Amount of Capital cost of end of 31-3-24.	Amount subscribed by Govt. to end of 31-3-1924.	Amount subscribed by Dist., Board or private Company to end of 31-3-1924.	Terms and condi tions of working.
1.	B.C.L.Railway.	14,76,115	7,81,850	6,94,265	The terms and conditions of working these Railways are embodied in the agreements concluded with the Kolar District Board & Bangalore-Chickballapur Light Ry. Co.,
2.	Kolar District Railway.	25,54,577	12,77,291	12,77,286	

for Secretary for Railways,
Government of Mysore.

8/8

VRB.

G. R. S. VI—G/32]

SUBJECT ....

....

....

Diary No. of letter replied to ....

Section
File No.
Serial No.

General and Revenue Secretariat
( )
, *the* 192 .

No. RL 911

Date of issue 9.8.24

Signed by Mr. M.A.R.

N.

To
The Secy for Railways
Mysore.

Sir,

~~With reference to~~ In Continuation of this Office letter No. RL 6583 of 28.5.24 and with further reference to para 4 of this Office letter No RL 2740 of 5.10.2 regarding Ry Finance & Development, I am directed to state that the Review of Construction operations in the light of Estimates of (1) M.A. Railway and (2) T.N. Tramway (Number of estimates so far Sanctioned etc) has not yet been received from you. What has been sent to us is a statement of tons, earnings etc.

over.

I am to request that this information as well as that

Called for in letter No Fe 6583 d/28.5.24, referred to above may kindly be furnished at a very early date.

List of enclosures.

Copied by

Examined by

23988

MRM-B 22-3,500-31-7-22

RAILWAY SECRETARIAT.

No. R.S. ~~9~~58 Encls 3 sheets

Mysore, 20th November 1924.

DIARY NO 1922
19
MYSORE. —19
Section.

From

The Secretary to the Government of Mysore for Railways,

To

The Secretary to the Government of Mysore,
Financial Department,
Bangalore.

22 NOV. 1924

CIAL SEC

4 NOV. 1924

Sir,

Railway Finance and Development.

With reference to correspondence ending with your letter No.F1.911 dated 9th August 1924 on the above subject, I have the honour to forward herewith a review of the construction operations of the Mysore-Arsikere and the Tarikere-Narasimharajapura Tramway.

Information called for in your letter No.F1.6583 dated 28th May 1924 was already furnished to you with this office letter No.R.S.301 dated 8th August 1924.

I have the honour to be,
Sir,
Your most obedient servant,

Secretary for Railways,
Government of Mysore.

A review of the construction operations of Mysore Arsikere Railway.

The first detailed estimate that was sanctioned for the construction of Mysore-Arsikere Railway was for -- Rs.67,26,893/- and based on this estimate, work was started.

During construction it was found that this estimate would be exceeded by more than 5 per cent, most important causes that contributed to this excess are:- The main cause of the line being so expensive was that it was constructed during the war when wages and cost of material were going up by leaps and bounds. A new and improved alignment was fixed up so as to avoid heavy curvature in certain portions and though the deviations arising out of this improved alignment resulted in a saving in the total quantities under banks and cuttings, the provision under "Formation" in the sanctioned estimate was inadequate as the original classification of the soils was found faulty. Hard rock which was estimated at only 6 per cent of the total quantity in cuttings in No.I ~~Ixxx~~ Division actually worked out to 70 per cent and this accounted for a major portion of the excess. Some excesses were also found necessary under Bridges owing to insufficiency of funds origianlly estimated for and owing to raising the Lakshmanathirtha Bridge to allow for the anticipated increase of the capacity of the Cauvery dam.

A revised estimate for the whole line amounting to Rs.76,13,831/- was accordingly prepared and got sanctioned by Government in their order No.3188-90, dated 20th May 1916, involving an excess of Rs.8,86,938/- over the original -- sanctioned amount.

Against this revised estimate a completion estimate furnishing the actual expenditure to end of December 1917 and including the further ~~my~~ outlay required for completing the works originally estimated for was sanctioned

by

complaints from public as trains were being delayed on account of frequent derailments etc. Government thereupon called for a report as to why the condition of the line was so un-satisfactory and when it could be restored to perfect order. About the same time Government also deputed Mr. G. Richards, then Consulting Engineer to the Government of Mysore for Railways, to inspect the line and suggest improvements.

As the result of this inspection and as suggested by the then Agent & Engineer-in-Chief, in his report on the condition of the Tramway the following works were ordered to be carried out in the interests of the safety of the travelling public as well as to better the standard of the line.

(i) Providing metal ballast where the line was laid on soft soil.

(2) Putting in transition approaches to sharp curves.

(3) Replacing the short steel sleepers by wooden ones.

(4) Improving the coaching stock and augmenting the number of engines and the Rolling stock used on the line.

A second revised estimate was accordingly got up amounting to Rs.5,58,722 providing for the above works as well as for certain others which were considered necessary to deal with the increased forest traffic more satisfactorily. Out of the excess of Rs.2,12,526/- involved in this re-revised estimate, the works recommended by the Consulting Engineer account for a sum of Rs.1,28,000. About Rs.25,000 was required for certain small extra items necessitated during construction and for additional Establishment charges to complete and consolidate the improvements suggested. The balance in excess i.e. about Rs.60,000 was provided to meet the cost of the following additional works:-

(1).

	Rs.
(1) Installation of a telephone communication.	10,000
(2) Purchase of one more engine and 2 passenger coaches.	20,000
(3) Providing 2 travelling cranes for timber traffic, weighbridge and loco requirements.	20,000
(4) Opening 2 new stations and cost of permanent staff quarters.	10,000

The detailed estimate working up to this revised estimate amount to Rs.5,58,722 were sanctioned by Government in their Order No.R.S.2527-2529, dated 15th February 1917.

The completion report for the work is under preparation and will be submitted shortly

For Secretary for Railways,
Government of Mysore.

Mysore,
21st Novr., 1924.

VRB.

21/11

29760

RAILWAY SECRETARIAT,

No. R.S. 1270 Encls 7

Mysore, Dated 7th January 1925.

From

The Secretary to the Government of Mysore for Railways,
Mysore.

To

The Financial Secretary to the Government of Mysore,
Bangalore.

8. JAN. 1925

Railway Finance and Development.

In continuation of this office letter No.R.S.301 dated 8th August 1924 on the above subject, I have the honour to forward herewith the marginally noted statements furnishing information under each head for the quarter ending 30th September 1924.

I. Statement of progress made on various Surveys.
II. do. lines under construction and proposed to be constructed as sanctioned programme.
III. do. lines opened and worked by the State.
IV. do. do. by the M. & S.M.Ry.
V. Railway Administration and working of Open Lines.
VI. Railway Finance and Construction.
VII. Relation with the District Boards, Companies, etc.

I have the honour to be,
Sir,
Your most obedient servant,

Secretary for Railways,
Government of Mysore.

Statement showing progress made on surveys up to 30th September 1924.

The surveys on the following lines have been completed and the estimate and report are ready but there is no immediate prospect of their being taken up for consideration:-

(1). Shimoga Thirthahalli Sagar Railway.
(2). Shimoga Bhatkal Railway Survey.
(3). Bhatkal Harbour Investigation.
(4). Tumkur Sira Railway Survey.
(5). Kadur Chickmagalur Railway Survey.
(6). Sira Chitaldrug Railway Survey.
(7). Mysore Coorg Railway Survey.
(8). Mysore Coorg Branch Railway Survey.
(9). Arasalu Thirthahalli Railway Survey.
(10). Chickmagalur Mudigere Koppa Railway Survey.
(11). Mysore West Coast Railway Survey.
(12). Bangalore Hosur Railway Survey.
(13). Nanjangud Kakankote Railway Survey.

The surveys on the following lines have been done but no estimates are prepared:-

(1). Kadur Hassan Railway.
(2). Mysore Konehalli Railway.
(3). Hassan Holenarasipur.

(Sd):- M. Ramaiya,
for Agent.

"COPY"

for Secretary for Railways,
Government of Mysore.

7/1/25

VRB.

Statement showing lines under construction and proposed to be constructed as per sanctioned programme.

There are no lines under construction at present nor are there any lines the construction of which has been sanctioned or approved.

The construction of Nanjangud Chamarajanagar Railway and Shimoga Arasalu Railway have been deferred owing to financial stringency but it is under contemplation to resume construction work on Nanjangud Chamarajanagar Railway in the very near future.

The expenditure up to date on Nanjangud Chamarajanagar Railway is. ..	Rs.1,41,131.
The expenditure up to date on Shimoga Arasalu Railway is. ..	" 3,39,138.

(Sd):- M. Ramaiya,
for Agent.

"COPY"

for Secretary for Railways,
Government of Mysore.

7/1/25

VRB.

Statement showing Open Lines worked by the State.

No.	Name of Line.	Gauge.	Length in Miles.	Capital Outlay to end of Septr.24	Remarks.
				Rs.	
1.	Kolar District Railway.	2'-6"	63.57	25,27,000	This is a District Board Railway constrcuted and worked by the State. The line from Bowringpet to Chickballapur was opened for traffic on 8th November 1916. The section is financed both by the District Board and the Mysore Government.
2.	Bangalore-Chickballapur Light Railway.	-do-	38.63	14,69,000	This Railway is the first in the State started by private enterprise under a guarantee from Government of 4 per cent per annum on the Capital subscribed by the Company. The line was first opened for traffic on 7th January 1918.
3.	Mysore Arsikere Railway.	Metre.	102.95	2,40,90,000	This is the first line of some importance constructed by Government. Itis financed and worked by the State. It was opened for goods traffic on 1st September 1917 and for passenger traffic on 3rd January 1918.
4.	Bangalore-Mysore Nanjangud Section.	-do-	101.83		The Bangalore Mysore Nanjangud and Birur Shimoga section were being worked by the Madras and Southern Mahratta Railway Co. on behalf of the State. Their working was resumed by the Mysore Durbar on 1st October 1919.
5.	Birur-Shimoga Section.	-do-	37.92		
6.	Chickjajur-Chitaldrug Railway.	-do-	20.90		The line which was originally proposed to be financed both by the Chitaldrug District Board and the Government, is now practically a Government line as the District Board's contribution to Capital is very small.

7.	Tarikere Narasimharajapura Tramway.	2'-0"	26.60	10,61,000	This line is owned and financed by the State. The section between Tarikere and Lakkavalli was first opened for traffic on 22nd May 1915 and that between Lakkavalli and Narasimharajapura on 15th May 1917. The original idea of constructing the line was to have a cheap tramway for the transport of Forest produce but subsequently it was resolved to carry all traffic including passengers.
8.	Tadasa Hebbe Tramway.	-do-	9.60		The line is financed entirely by the State. It is constructed to open Malnad forests and provide and outlet for the forest produce and forms the first section of the Forest Tramways in the Jagar valley. It was opened for forest traffic on 5th February 1921
9.	Bhadravati Agasanhadlu Tramway.	-do-	24.50	10,00,000	These two lines are now being worked by the Iron Works themselves.
10.	Bhadravati Biranhalli Tramway.	-do-	20.25	1,16,000	

(Sd):- M. Ramaiya,

for Agent,
Mysore Railways.

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for Secretary for Railways,
Government of Mysore.

7/1/25

VRB.